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August 1975
monthly 22p



in this issue

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T34/85 Tank
KV2 Tank
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M39 Anti-Tank Gun
JS 152 Assault Gun
BA-10M Armoured Car
SU 85 Assault Gun
Stalin Tank
Gaz 4 x 6 Truck
Gaz 4 x 4 Truck
BT Tank
JS II Tank
Katyuska Rocket Launcher
KV85
SU 100
155 mm. Tracked Howitzer

ITALIAN

M13/40 Tank
Sermiovente 75/18
Autoblinda Armoured Car

AMERICAN

Grant Tank
Sherman Tank
Stuart Tank
M3 Halftrack
¼ ton Jeep
155 mm Howitzer
M8 Armoured Car
Sherman Firefly
Chev. L.R.D.G. Truck
M10 Tank Destroyer
M18 Tank Destroyer
D.U.K.W.
Mack 6 x 6 Truck
Chev. 30 cwt. Truck
M36 Tank Destroyer
Pershing

BRITISH

Crusader Tank
Matilda Tank
Valentine Tank
Churchill Tank
Cromwell Tank
Humber Armoured Car
25 pdr. Gun (Firing)
17 pdr. Gun (Limbered)
17 pdr. Gun (Firing)
6 pdr. Gun (Firing)
Daimler Scout Car
Scorpion Flail
Centaur A.R.V.
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British A9 Tank
Vickers Light Tank
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Daimler Armoured Car
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A30 Challenger
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Morris 15 cwt. Bowser
Crusader III A.A.
Priest S.P.G.
Humber Staff Car
Rolls Royce A/Car (1932-41)

GERMAN

Pz.Kpfw.I Tank
Pz.Kpfw.II Tank
Pz.Kpfw.III Tank
Pz.Kpfw.IV Tank F1
Pz.IV F2
Pz.IV aus H
Tiger I Tank
Tiger II Tank
Jagd Tiger
Panther Tank
Jagdpanther
Stug III Assault Gun
Elephant
Pz.Kpfw. 4.7 cm. Pak(t)
Sd.Kfz. 7(88 Tractor)
M/C Combination
Opel Blitz 3 ton Truck
Daimler Benz 3000L Truck
Pz.Kpfw. 38(t)
Sturm Tiger
Opel Maultier Halftrack
Sd.Kfz. 250
Sd.Kfz. 250/8 7.5 cm.
Sd.Kfz. 250/9 Armoured Car
Daimler Benz Bowser
Marder III Pak 76 2 mm. (R)
Kubelwagen
Sd.Kfz. 234/4 Armoured Car 7.5 Pak 40
Sd.Kfz. 233 Armoured Car 7.5 L24
Sd.Kfz. 232 Armoured Car
Sd.Kfz. 234/4 (Puma)
8.8 cm. Flak (Firing)
8.8 cm. Flak (Limbered)
5.0 cm. Pak 38 (Firing)
7.5 cm. Pak 40 (Firing)
8.8 cm. Pak 43 (Firing)
Sd.Kfz. 222 Armoured Car
Steyr 1500 Field Car
PzFH Wespe 105 mm. S.P. Gun
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AIRFIX magazine

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By PETER LAING

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AIRFIX magazine

August 1975
Volume 16 Number 12

Cover Picture

Replacing 'S for Sugar' (now displayed at Hendon) at the gates of RAF Scampton, Lincs, is another Lancaster, NX611, coded YF-C (Station Flight). This is a B VII, owned by Lord Lilford, and on long-term loan to the RAF.

It is now ten years since this ex-Aeronavale Lanc arrived at Biggin Hill from Noumea in New Caledonia to join the HAPS collection, and its successive moves, first to Lavenham, then Hullavington and, finally, Blackpool, have not been happy ones. However, it has now been lovingly restored by volunteers at Scampton and is displayed, together with Tall-boy and Grand Slam bombs, alongside the A-15 trunk road. A dam-busting mine has also recently been added.

A beautifully illustrated booklet has been produced by Brian Goulding, Mike Garbett and Squadron Leader John Partridge, which is obtainable for 40p at Scampton or for 50p by post from the Newark Air Museum, 141 Hawton Road, Newark, Notts (Neville Franklin).



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Peter F. Guiver

in the air



Paris air show report

THE 31ST 'Salon de L'Aeronautique et de l'Espace' was held at Paris-Le Bourget from May 30 to June 8, and despite fuel costs and inflation this again proved to be a massive display of aeronautical interest. This year's show comprised 575 exhibitors from 20

countries, with some 180 different aircraft on view, together with vast exhibition halls and pavilions.

Paris Air Shows are of a different style to the Farnborough event, in that aircraft are towed out of the tightly packed static area

A contrast in Soviet transports was provided by the three-engined Yakolev Yak-40 (foreground) with the Tupolev Tu-144 supersonic airliner beyond.

to perform their flying demonstrations, then returning to the static park. These flying displays last all through the day, but the day-to-day time-table that was published bore absolutely no resemblance to the actual display order.

Due no doubt to the number of accidents that have marred Paris Air Shows over the past decade, several restrictions were placed on flying display procedures, and all the jet formation aerobatic teams that used to be a highlight of the big public display days were absent this year. However, these restrictions did not prevent good and also noisy performances from the latest military types such as the F-14 Tomcat from VF-124, USN; the TF-15 Eagle; the Saab Viggen; the Northrop F-5E Tiger II; the Mirage family; and Jaguar, whilst the near-vertical climb-out of the Harrier is still a show-stopper.

The one aircraft in this range that attracted most attention was the new General Dynamics F-16, which is one of the main candidates for the big Starfighter replacement orders now pending from four European Air Forces.

Slightly less noisy were the new jet trainers, with four Alpha jets on view, whilst HS Hawk XX157 performed nimble aerobatics with the seventh Hawk, XX161 on display in the main exhibition hall. Also on show was a mock-up of the Aermacchi MB 339, a similar type for the Italian Air Force.

One of the most impressive static displays

comprised aircraft from Dassault-Breguet with three Mirage F1s, two Mirage 5s, two Jaguars, two Alpha jets, and the new Super Etendard on view, all surrounded by extensive weapon arrays, as were a Jaguar and a RNZAF Strikemaster exhibited by BAC. Also of interest were the agile antics, including rolls, of the bulky-looking Lockheed S-3A Viking.

The Soviet Union failed to provide any surprises this year, and their nine aircraft, ranging from the radial-engined YAK-18T to the Tu-144 supersonic airliner, and all of which had been seen in the West before, remained in a quiet huddle in the static area.

The largest range of aircraft on view belonged to the general aviation category, with many variants of light, sporting and business types on show, mainly from the USA and France. In this field, it is interesting to see the range of models on offer from such countries as Japan, New Zealand, Poland, Romania, Czechoslovakia and Switzerland.

Space prevents a complete listing of all the many types on show but other noteworthy items included Concorde F-WTSA, a Mercure of Air Inter, A-300 Airbus of Germanair, the VFW-614 in the colours of Cimber Air, a Friendship of the Ghana Air Force, whilst the oddest shape at the Show must surely have been the Lockspeiser Land Development Aircraft G-AVOR. Notable by its absence was the Panavia MRCA, due to the pressure of its test programme.

A very pleasant display, comprising mainly fighter aircraft of World War 2, was staged by the Musée de l'Air in one of the hangars, outside of which stood B-17 F-BGSP and a Spanish He 111.

Any complaints? Well, one or two. The aircraft were packed very close together, which made photography difficult, and most of the flying was rather high and at a distance. Also, most aircraft at Paris carry a show code number, which was no doubt for a very good reason, but this tended to spoil some of the colour schemes and liveries. Still, some people are never satisfied! □

More photos on page 688



Above top Surrounded by numerous weapons, the Jaguar A, serial A20, coded 7-HF, was from the 7th Fighter Wing, French Air Force. **Above centre** Camouflaged Alphajet 04 with Luftwaffe insignia on the nose and French test registration F-ZWRV on rear fuselage. **Above** This elderly Beech 18 is used by the Grimes Manufacturing Company as a flying test bed for aircraft lighting systems. **Below** Grumman F-14A Tomcat, serial 159463, coded 443-NJ, from VF-124, Mirama Naval Air Station.



Above All-silver B-17 F-BGSP. **Below** Most important new aircraft on show was the prototype General Dynamics F16, serial 01567. An order for some hundred F-16s for the Belgian air force was announced at the show. Fuselage white, fin tip and wings red, base of fin and top of fuselage dark blue. '53' is Paris show code.



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Air display diary 1975

Some of these dates are unconfirmed, so check before setting out.

August 2	RAF Lakenheath	USAF Open Day
August 2, 3	Portland	Navy Days — aircraft, warships
August 6	RAF St Mawgan	Air Display (note Wednesday)
August 9	RAF Valley	Open Day
August 9	RNAY Fleetlands, Hants	Open Day
August 17	Gaydon, Warks	RAFA Air Display
August 23, 24, 25	Portsmouth and Plymouth	RN Navy Days
August 24	Halfpenny Green	Air Display and Air Races
August 24, 25	Old Warden, Beds	Shuttleworth Flying Days
August 25	Weston-Super-Mare	Avon Air Day
August 25	Goodwood, West Sussex	RAFA Air Display
September 6	Yeovilton, Somerset	Naval Air Day
September 20	RAF 'Battle of Britain At Home Days' at Biggin Hill, Farnborough, Leuchars and St Athan.	



Top A-7E Corsair II of VA-83, USS Forrestal. '78' is show code. Above With no national identity this Mirage F 1C was in dark green/sandy brown camouflage with light blue under surfaces and white rudder. Below All-yellow Hughes 500 MC built in Italy by Nardi, now in service with the Italian Customs.



THE SUBJECT of this month's article is the last of the series of light tanks that was produced by Vickers-Armstrong from 1928. The different variants of the basic Mark VI were produced in quantity from 1936, so that at the outbreak of war the light tanks were far more numerous than the Cruiser and Infantry tanks to which they were theoretically subordinate. This led to the use of light tanks as substitutes in battle for the heavier tanks which were not available in sufficient numbers, where the fact that their armament included only medium machine-guns proved fatal. Thus, despite their success as reconnaissance vehicles, the Light Tanks proved unsatisfactory as combat vehicles and this led to the subsequent dependence of the British Army on wheeled vehicles for reconnaissance and liaison duties.

There were three variants of the basic Mark VI, and the model is of the Mark VIB; the Marks VI and VIA differed only in detail and they could be modelled if preferred. The Mark VIB seems to have been the commonest of the light tanks, and served in large numbers both in France and the Western Desert; the photographs and plans show a vehicle of the 1st Royal Tank Regiment in the Western Desert in 1940. The model is smaller and simpler than those described in earlier articles, but with care a most pleasing model can be produced.

The modelling begins as usual with the wheels and tracks, in order that a sufficient quantity of thoroughly set castings will be available when needed later. The road wheels are of a simple spoked pattern. First form the tyre by carefully cutting a disc of 14½ mm diameter from 40 thou sheet, then cut away the centre to leave a ring 1½ mm wide. Both faces of this ring should now be bevelled slightly, and then the wheel rim, 1½ mm wide, added to the inner face from a strip of 10 thou sheet.

The wheel spokes are now produced from a disc, 11 mm diameter, cut from 10 thou sheet — most of the circumference will not be needed, so the disc need not be accurate. Drill a series of six holes in the disc, equally spaced around the centre, and from each hole make two radial cuts: when the six triangles are removed the six spokes remain, radiating from the hub.

The hub is now formed by mounting two 3 mm discs, one 10 thou thick on the outer face and another of 40 thou thickness on the inner face. Next the ends of the spokes should be gently bent backwards by approximately ½ mm; six triangular gussets, 1 mm deep and 4 mm long, are cut from 20 thou sheet and cemented between the rear of the hub and the spokes.

When the joints of the wheel centre are dry, shape the end of the spokes to fit inside the rim, and then cement the centre in place. When the rubber mould is made the liquid rubber will search out any minute gaps left in imperfect joints, and as the wheel casting must be as strong as possible great care is needed at this stage.

The wheel is now complete and, as previously described, any number of copies may be cast in liquid plastic. In fact, eight road wheels, plus one replacement carried on the left hull side, are required.

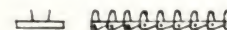
A short length of track, about one inch is

AIRFIX magazine

Light Tank Mk VIB in 1:35 scale

Another scratch-building project for AFV fans from Jeremy Broughton

sufficient, is now made up from plastic sheet. Drawings of the track links are included. Start with a 20 thou strip, 6½ mm



wide, and add transverse strips, 1 mm wide and ½ mm thick, then cut out a series of central holes, also the triangular pieces from both edges of the track. Now scribe the hinge lines on the upper face of the track, and add the track horns, inclined slightly outwards. Sufficient lengths of track can now be cast, but as the track horns tend to be fragile several extra lengths will probably be useful.

We come next to the construction of the tank's hull. This is a simple box-like structure, but it has to be accurately made if the hatches are to be left open since the only internal support consists of a vertical bulkhead sealing off the rear 'wedge' of the hull, also the engine compartment walls.

Start with a rectangle of 20 thou sheet for the hull top, reduce the width by 1 mm to

allow for the hull walls; from this cut a rectangle 16½ x 22 mm for the raised section above the driver's position.

Now cut a ring from 20 thou sheet, the ring having an external diameter of 40 mm and a width of 2 mm, and cement it on the hull top to support the turret. Cut out that part of the top plate within the ring, and file carefully to obtain a truly circular turret ring.

The raised section is now built up from 5 thou sheet, with a 20 thou strip supporting the front edge and completing the front edge of the top plate. Cut out the hull side plates; they both have the same shape but make allowance for the bow plates which will overlap them. Also cut out a rectangle 41 x 28 mm to form the rear bulkhead; cement this in place below the rear edge of, and at right angles to, the top plate, then add the side plates and reinforce the upper joints with narrow strips cemented along the inner angles. The sloping upper and lower plates that form the hull rear are now added between the side plates; it is advisable to cement the plates together before installation so that the vulnerable rear joint can be reinforced.

The bottom and two bow plates are now

cut from 20 thou sheet and cemented in place, the bottom plate fitting between the side plates and the others overlapping the sides.

The wall separating the driving and engine compartments is now cut out; the forward part is the same shape as the side plates, but it only extends back as far as the rear of the raised roof over the driver and is less deep since it must fit between the top and bottom plates. This is then mounted in position, and a rectangular plate added across the rear of the engine compartment. This ensures the rigidity of the hull, but of course if the interior is not to be visible then a more straightforward arrangement of bulkheads may be adopted.

If the interior is to be seen, the seat, driving controls, etc, should now be fitted to the driving compartment; the floor of the fighting compartment is also fitted, being 8½ mm above the hull floor and extending back from the engine compartment rear to the rear bulkhead.

The plates over the driver's position are added from 10 thou sheet; if the driver's hatch is to be modelled in the raised position then the sloping plate must be in three sections, the foremost fixed to the side- and hull-plates, the next a hatch hinged forward from the rear edge of the fixed plate, and

Light Tank Mk VIs of the 1st Royal Tank Regiment in the desert in 1940. 'Anglesey', the subject of the model, is the third tank visible (IWM). The nearest vehicle still carries a civilian-style number plate.





Side view of the model. For once, one of the edges of the camouflage scheme is wavy rather than straight. Note double springs of each suspension unit.

the third which will later be attached to the vertical driver's plate.

The two track guards are now added, each from 40 thou strips; care is needed to ensure that they are mounted perpendicular to the hull sides. Two vertical pieces are then mounted on the right track guard which will support the curved side-extension of the engine compartment; a third piece which forms the forward face of this extension is cemented to the side plate, but does not extend down to the track guard.

Two inclined plates are mounted between the pairs of vertical pieces, and then a rectangle of 10 thou sheet cut out for the side-extension. When it has been curved to shape it is cemented in place.

The silencer is now added; first the rectangular mounting plate, on the original made from heat-insulating material, is produced. The roughened surface is reproduced by cementing coarse paper to a 20 thou rectangle attached to the hull side. The silencer is cut from thick sprue, with the pipes made from stretched sprue, and then attached to the mounting plate by two straps.

The next step is the construction of the inclined plate that protects the radiator, and the single cooling louvre mounted thereon: the combined unit is completely assembled before installation. The basic shape of the inclined plate is made up from several pieces of 40 thou sheet and, after the joints have thoroughly hardened, the unit is filed to shape. The front edge must be filed to a

'knife edge' in order to fit snugly over the bow armour, and the side pieces and rear edge must also be carefully shaped to meet the hull plates. Note that the upper rear edge will finally be positioned 1/2 mm below the level of the hull top-plate. The cooling louvre is made up from thick sheet and cemented in place and the hinges built up, but in order to make painting easier — at least with the camouflage scheme shown — the actual installation is left until after the model has been painted.

The construction of the turret comes

next. The first piece required is a ring cut from 40 thou sheet, having an external diameter of 38 mm and a width of 1 mm, and a cylinder 3 mm deep is formed from a 10 thou strip to extend downward from the inner surface of the ring: this should fit closely inside the ring formed in the hull top-plate.

The floor — 10 thou thick — of the rearward extension of the turret is now attached to the outside face of the 40 thou ring, with the upper face of the floor level with the top of the ring.

The turret roof is cut from 20 thou sheet and two circles are cut out for the cupola and the gunner's hatch — you will see from the photographs that the diameter of the latter is slightly less than the diameter of the actual hatch.

The forward turret walls are installed as a single piece, so cut a 20 thou strip 16 mm wide and long enough to wrap around the curved part of the 'D' shape of the turret base, also the straight sides of the rear extension. When this has been curved to shape it is cemented to the base and the roof fitted inside the upper edge. This upper join needs to be well supported by interior strips, but the rectangular rear plate should be added first to ensure the 'squareness' of the structure. The lower edges of the wall to the rear of the turret ring need to be trimmed to match the floor-piece.

The turret front is now built up. First cut a straight-sided test piece for the inclined front plate and use this to judge the amount of curvature needed at the sides for the actual piece to fit neatly within the walls, then cut this piece from 20 thou sheet and

Continued on page 692



Front view showing the unusual anti-aircraft machine-gun mounting on the cupola in addition to the searchlight.



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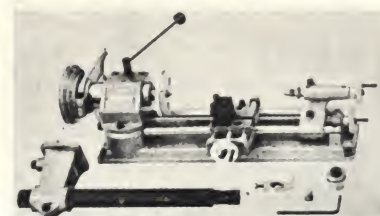
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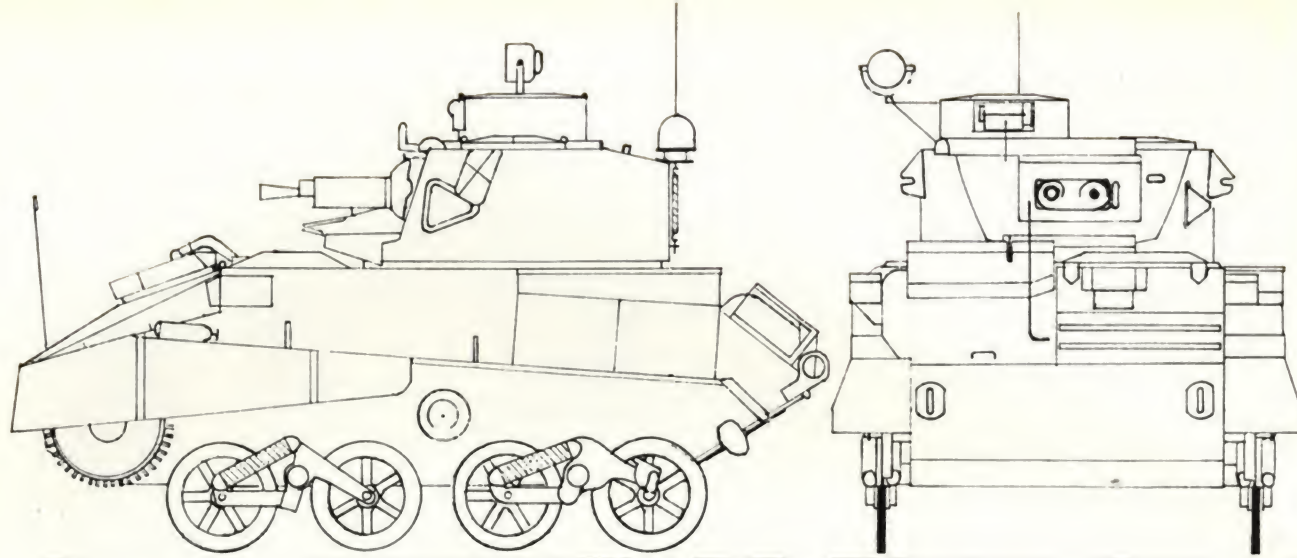
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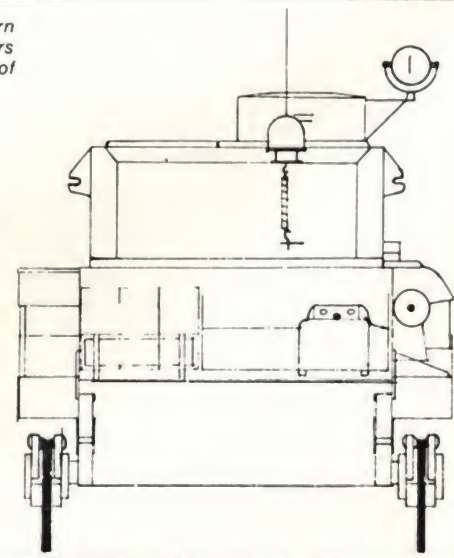
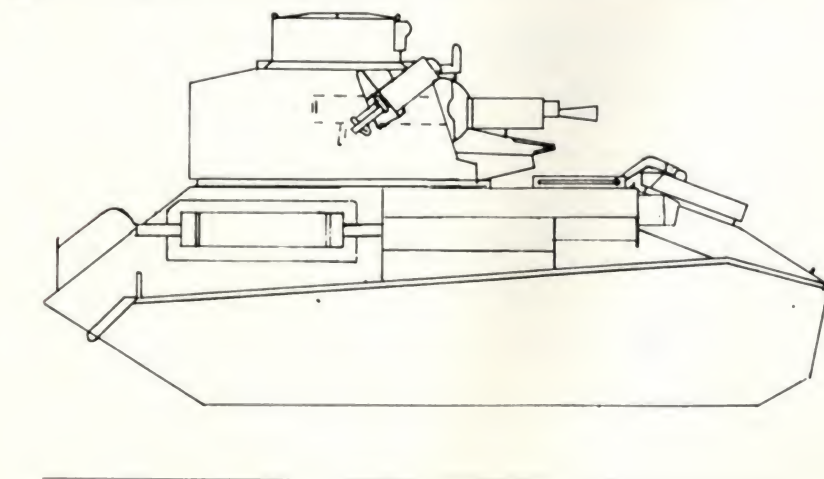
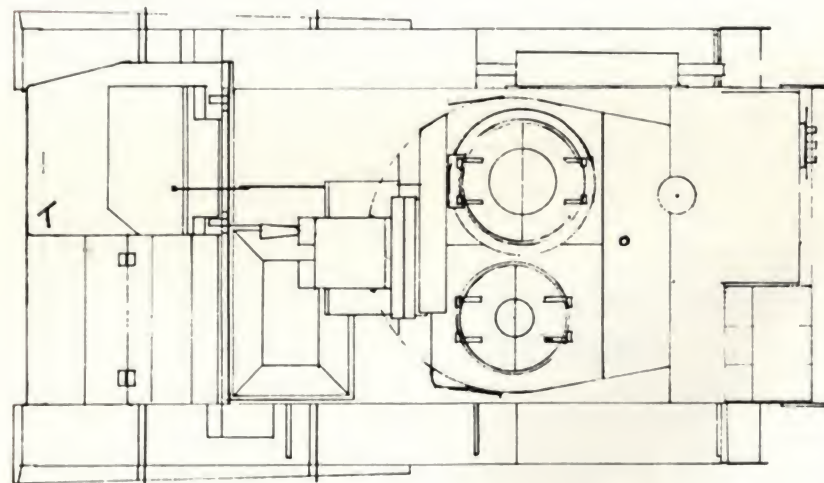
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1:35 scale plans showing a Light Tank Mk VIB as it would have appeared in the Western Desert in 1940. Certain features are omitted for clarity, such as the smoke bomb dischargers in all but the drawing of the right side. The broken line in this drawing marks the position of the machine-guns within the turret.



mount it in place; do not cut out the mantlet aperture yet. In fact this plate extends downward to the level of the turret ring and the curved armour supporting the box beneath the machine-guns is simply a hollow arc protecting the turret ring. Support internally the join between the walls and the front plate, and when the cement is thoroughly set trim away the surplus part of the cylindrical wall to complete the basic turret form.

Now cut out the rectangular mantlet aperture and build up the mantlet, the front being shaped from 40 thou sheet and the curved portions from 10 thou.

The armoured jacket for the machine-guns is laminated from thick sheet and then filed to shape; 1½ mm holes are drilled in the front edge for the gun muzzles, the protective arches added and the jacket is fixed to the mantlet.

The MG muzzles are made from sprue; the left-hand muzzle, for the 0.303 inch Vickers, is simply a piece of 1¼ mm sprue that projects only slightly, but as can be seen

from the photographs the right-hand muzzle, for the 0.5 inch Vickers, is conical. File a conical hole in the end of a piece of 2 mm sprue, then taper the surface of the sprue to a cone but do not detach this from the main part of the sprue until the cone is successfully shaped.

The bulge on the left front of the turret is now built: the bulge contains one corner of the ammunition box for the left-hand VMG. If the turret interior is to be visible start by laminating pieces of thick sheet to make the ammunition boxes — approximately 9 × 3 × 4 mm — then file a triangular hole in the turret wall and cement a box in place, at 90 degrees to the turret centre line and angled downward at 30 degrees. Its partner is similarly mounted on the right wall, except that it is mounted directly on the wall and no hole is required.

The bulge is now made up by cementing triangles of 20 thou sheet directly onto the left-hand box and, after the cement is dry, filing down the edges to give the desired curves.

The 'flange' around the bulge is best made from 10 thou sheet; by trial and error file a triangular hole to match the bulge, then trim around the hole to leave a 1 mm collar. Emboss rivet detail on this collar and then, when the riveted 'skin' has been added, the collar will be cemented in place around the base of the bulge.

Simple models of the rear halves of the two VMGs are also needed, for mounting on the rear of the mantlet: the position is marked by a broken line in the drawing of the right side of the tank.

The outer 'riveted' surface is now added to the turret, excluding the rear piece which will be added at the time of painting. When this skin has been trimmed from the aperture in the front plate the mantlet can be fixed in place.

The curved cover at the front edge of the turret roof is next built up: file a 40 thou strip to the correct curvature to give a 'D' cross section, then cover the curved face with a 5 thou strip arranged to project down beyond the front edge of the thicker strip. This can then be cemented in place on the turret roof, and the ends added.

The commander's cupola is now formed from 10 thou strip curved to shape in boiling water. Both sets of turret hatches had circular troughs in which the hatches rested when closed and a trough should be added to the cupola before it is fitted into its hole in the turret roof. An inclined strip covers the join, made from a curved 10 thou strip, and the trough for the other hatch is made by cementing two concentric circular strips direct to the roof.

The domed hatches, if they are to be left open, present something of a problem, which can be solved using aluminium foil. First make up two formers, one for the interior of each hatch and each consisting of a lower, square-edged, disc and an upper, bevelled, disc. Wrap a layer of foil over one of the formers and then, using one of the five minute epoxy glues, cement a new layer over the first and allow the glue to set. When a sufficient thickness has been built up — three layers will probably be



enough — trim off the surplus from the lower face of the former, file down any wrinkles, cut the aluminium into two halves and remove from the former. The hatches made by this process will be very tough and can be epoxied to hinges on the turret.

Various details are now added, including the smoke bomb dischargers and their brackets, the sighting vane mounted directly before the cupola vision slit and the box below the gun mounting. Two plates from 5 thou sheet, hinged along their front edges, join the front edge of the box to the underside of the gun mounting. There is also the searchlight carried on the cupola: all the Light Tanks in a column of vehicles of 1 RTR, including the subject of this model, carried this but it is not clear how widely it was used. The light is made from clear plastic with the rear surface painted silver, and a cable reproduced from thick thread loops under the adjacent bracket, entering the turret under the curved cover.

We now come to the suspension. First the suspension units are made, largely from 40 thou strips. Both the forward and rear sets are of a similar, simple, pattern and the only different step is the production of the prominent coil springs; these may be formed from stretched sprue as described in last month's article.

They are mounted between pairs of swellings on the arms of the suspension units, the swellings being formed from putty, but otherwise construction is straightforward. It is, of course, important to ensure that there is sufficient space between the springs for the road wheels.

The rear units are more complicated since the rear wheels are carried in adjustable brackets that pivot on the main part of the unit, track tension on the original vehicle being maintained by adjusting the brackets.

When the four units, complete with wheels, have been assembled, three temporary stands are glued to the hull bottom to hold the hull at the correct height and then, when the hull has been set up on a flat surface, the four units are cemented to the hull side plates. The stands are now removed.

A leaf spring of three leaves is mounted on either side of the lower rear hull plate: the lower end of each spring connects with an inner extension of the axle of the rear road wheel. The springs are made from 10 thou strips.

The sprocket wheels are built next; they are slightly dished with a prominent central boss but will be largely hidden when the sand shields are mounted. The track return rollers are basically 40 thou discs and when they have been added the track can be installed exactly as described last month. It seems in this instance a little easier to begin the fitting around the rear wheels so that the last join, always the most tricky, can be arranged to occur under the sand shield.

When the assembly of the suspension is complete and all parts visible below the track guards have been painted, the sand guards are added from 5 thou sheet. For each side in turn cut out a piece of 20 thou sheet to the shape of the front face of the sand guard, but slightly undersize so that it will fit under the front edge of the track guard and support both inner and outer parts of the sand guard, then cement it in place at the correct angle to the track guard. Next add the small triangle between the front face and the bow plate, cut out the large side panel and, after creasing, cement it in place.

The front joints are now trimmed and the final piece of the sand guard cemented over the 20 thou support. The 'L' brackets are then added, extending over the track guard and down the sand guard.

The construction of the model is almost complete now, and only smaller details are outstanding. There is, for example, the arrangement above the engine for supporting the radiator cover when raised, a cranked arm pivoting at one end on the cover with the other end running in a channel. The driver's plate is a simple rectangle with the usual flap covering a slit and it is supported by two hinges which, like the radiator cover hinges, are set against a rib which runs across the width of the hull top. There are similar ribs on the turret roof.

Beside the driver a fire extinguisher is mounted on the track guard, as was the

case in most contemporary British tanks. A realistic extinguisher can be made from sprue. First file a domed end to a suitable length of sprue, then carve a fine V-groove around the base of the dome, to represent the saucer-shaped end of the bracket. Cut off an 8 mm length of sprue, and file the new end to a domed shape. The plunger is added to this end from stretched sprue and the rest of the bracket is made from a narrow 10 thou strip running the length of the cylinder. Sometimes the extinguishers appear in their natural brass finish, but more commonly they have been painted to match the tank.

There are two similar headlights carried in armoured housings, the left hand housing being slightly longer.

Above the left rear end of the left track guard is fitted a stowage box, below which is space for two large boxes, which are detachable and were often not carried. This fitting seems to have been a standard 8th Army addition, as was the rack on the rear plate for three petrol or water cans. The neighbouring bin was, however, a standard fitting on all Light Tanks and incorporated the number plate.

The spare road wheel carried on a shallow bracket on the left hull side was generally fitted in the Desert, but all other minor details that can be seen in the photographs are standard and would appear in a model of a Mark VI operating in, say, France: the wheel is fitted after painting is completed.

The model is now ready to have its camouflage scheme applied, using the same colours — sand, mid- and dark grey — as for previous models; the pattern is, however, simpler and appears clearly in the photographs.

The trickiest part of the painting involves the vehicle name, carried in large letters on the rear face of the turret; as the tank belongs to 1 RTR its name begins with A, and other vehicles in the patrol include 'ABERDEEN' and 'ALSACE'. The name appears in white on a red rectangle, and I decided that it would be easier to paint this before mounting the piece of 5 thou 'skin' in place. Thus the rear turret plate was painted first, including camouflaged areas, then stuck in place and the rest of the model painted.

The other markings are added when the camouflage paint has dried and include blue circles, red squares with the unit number 24 and the 7th Armoured Division sign which can all be seen in the photographs.

When the painting is completed the wire-less aerial, a 45 mm length of stretched sprue, and base are added, together with the various tools carried on either track guard. This concludes the construction of the model and now the addition of external stowage and the weathering of the paintwork will give the model an 'operational' air.

I find the Light Tank Mark VI visually appealing, and despite its generally unsuccessful combat service it provides a very attractive subject for a model. A tank of the same vintage and equally distinctive appearance is the Infantry Tank Mark I, the original Matilda, and this tank will be the subject of next month's article. □

Operation Sealion — 'Dad's Army'

The British Home Guard forces and their equipment described by Terry Wise

ON MAY 14 1940 an appeal was broadcast to the nation asking men to join the Local Defence Volunteers: they began to arrive at police stations to register before the broadcast ended. The appeal inspired the patriotism of World War 1 veterans and caught the imagination of youths too young to know anything of war, and the number of volunteers grew at an amazing rate: 250,000 by the 20th, 300,000 by the end of the month, and 500,000 by the end of July, when the volunteers were renamed the Home Guard.

The first recorded patrol by the LDV took place at Worthing on May 15 and by the 17th Eastern Command had issued orders for 1,500 LDV to patrol in Kent and Sussex, where by the end of July there were 60,000 members. These patrols formed a wide-

spread network of men with local knowledge who arrested within minutes every German airman who landed on British soil, and in a very short time the LDV patrols took over from the regular troops throughout the country, enabling the regulars to be concentrated instead of being scattered around the countryside in penny packets, and gave them time to obtain the training they so badly needed.

Paratroops had not been used in the Spanish Civil War because every Spaniard capable of bearing arms had done so, and the generals hoped the Home Guard patrols would have a similar effect in Britain. Should paratroops land they would be met by the Home Guard, who would give the alarm and cause some delay to the enemy whilst the local regular troops prepared to counter-attack.

Unfortunately the Home Guard was instructed to surround any paratroops and hold them there until the Army arrived — precisely the sort of action likely to assist the enemy, for the paratroops could then hold a perimeter while air-landing troops arrived to reinforce them. However, the Home Guard patrols would cancel out the enemy's tactic of dropping small parties of paratroops over a wide area in order to fritter away the strength of the Army on mopping up operations, and should certainly prevent a re-occurrence of events in France where, for

Continued on page 696

The anti-tank Blacker Bombard (later known as the 29 mm Spigot Mortar) invented by an Irish TA officer, Lt Col Blacker. The 23 lb bomb often wobbled in flight, had a soft nose, and 'poulticed' onto the target before exploding. The Bombard had a very short range but because the tube attached to the bomb served as the gun barrel, the spigot unit was compact and easy to transport. The weapon was approved at the end of July 1940 but did not come into service until late in the year. Later it became a regular part of Home Guard equipment. Note the crude sight (IWM).

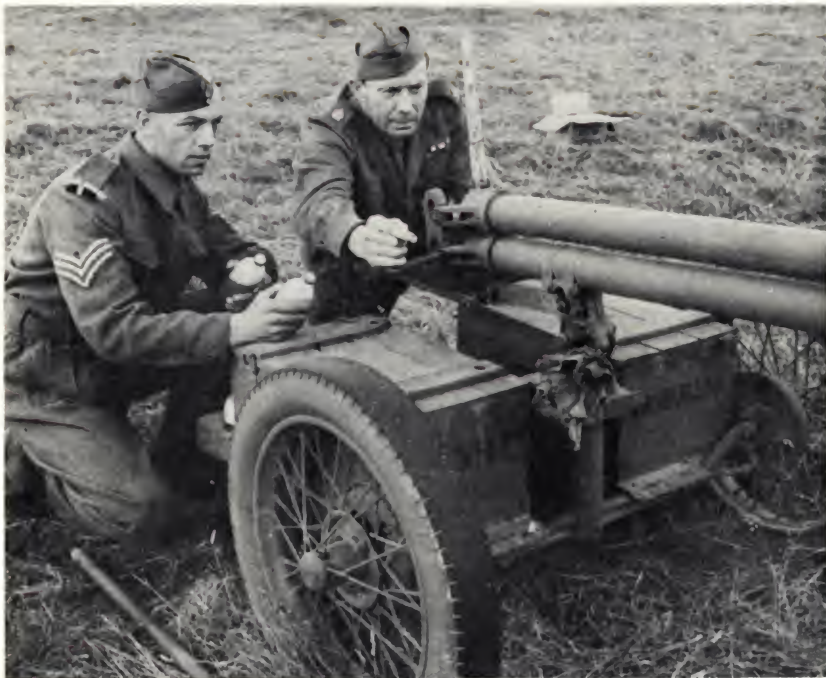


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Above Mobile version of the Northover Projector (double-barrelled version). This weapon was not in common use until late 1940 (IWM). **Above right** Thermos flask or No 73 anti-tank grenade, effective against tank tracks only. **Right** Crude home-made grenade. A 1½ lb explosive charge would stop a tank of 1940 vintage.

Continued from page 694

example, the town of Abbeville (population about 20,000) fell to a few armoured cars and some motorcyclists. Two hundred civilians armed with Molotov cocktails, or just broken glass, could have halted these troops and delayed the enemy's advance considerably.

Many units of the Home Guard formed their own mobile detachments, special anti-paratroop platoons mounted on bicycles usually, but occasionally on motorcycles and motor vehicles. One such unit was the 1st American (Motorised) Squadron, Home Guard, formed in London in early June, commanded by General Wade Hayes and mounted in cars. The unit had a strength of between 60 and 70 and wore Home Guard

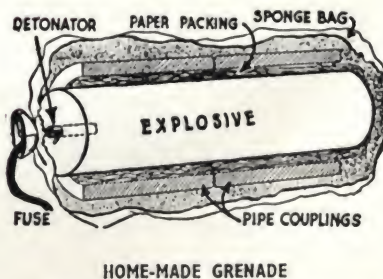
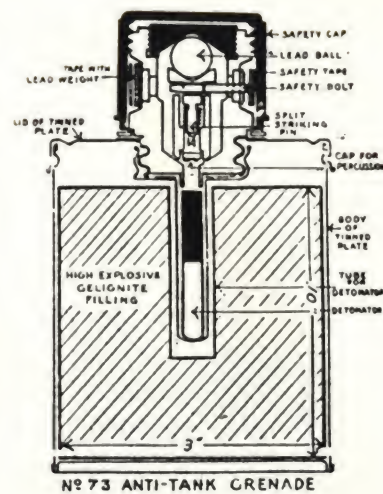
uniform with a red eagle flash. The unit caused some embarrassment because the USA was still neutral!

Eventually the Home Guard became so highly organised and trained that it was a valuable adjunct to the regular forces, but in the summer of 1940 its fighting value was extremely doubtful and, callous as it may now seem, these very young and elderly volunteers, well drilled in square-bashing and World War I tactics, were regarded by Government and Army alike as totally expendable. If they delayed the enemy advance by a few hours before they were mown down by modern automatic weapons in the hands of highly professional infantry trained for Blitzkrieg, then they would have played their part.

At first the LDV had neither weapons nor



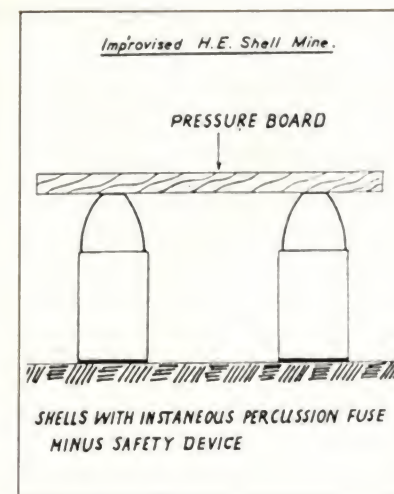
Left Home Guard weapons displayed at Southampton. In the foreground is the pivoted version of the Blacker Bombard. **Right** The Smith Gun 'in action' during an anti-invasion exercise by Southern Command. This gun is probably best known for its part in an episode of 'Dad's Army' when it fired onions! (IWM).



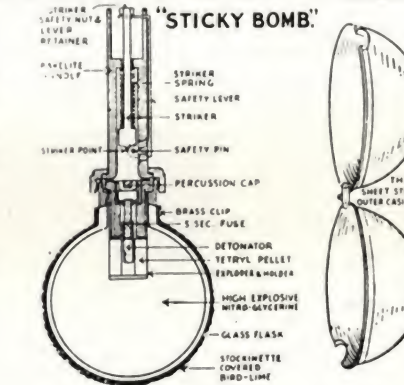
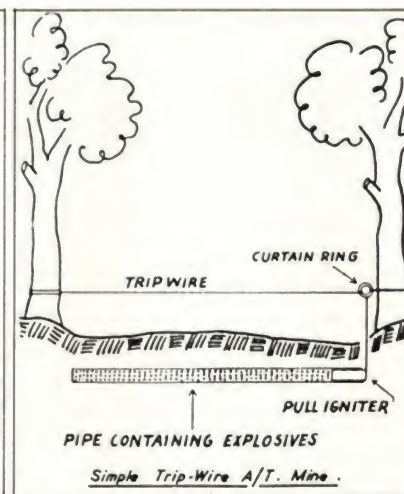
HOME-MADE GRENADE



AIRFIX magazine



Above Typical 1940 improvisations. On the left is an improvised mine made from HE shells, on the right a rather optimistic anti-tank mine triggered by a trip wire. **Right** The anti-tank Sticky Bomb (Mk 1) or ST Grenade (later called Grenade No 74). The Mk II had a plastic flask. Effective against tank armour, range 15-20 yards if thrown, or it could be dropped from a building or even placed in position by hand. On the right is the 'travelling case' of thin steel.



uniforms and trained in shirt sleeves with broomsticks for rifles and stones for grenades. By the end of May about 100,000 members were armed with rifles and a further 20,000 with shotguns and other weapons. (A .22 rifle was more effective than most Army pistols.) A shotgun would not stop a man at 20 yards but cartridges could be doctored by replacing half the space occupied by the pellets with extra powder and melting the shot to form three or four large slugs: these cartridges would stop a man at 50 yards or more.

Scottish unit blocking a lakeside road during an exercise. Note the shortage of headgear, the overcoats and 1940 battle-dress.



August 1975



Figure on display at the Dorset Military Museum showing World War 1 battle dress and equipment, as worn by the LDV.

tive as they are usually portrayed — most tanks had by now been equipped to deal with fire bombs dropped on the engine decks. A blanket tied to a petrol bomb was much more effective against a tank, for the blanket was soaked with petrol when the bottle smashed, became entangled in the tracks, and usually set alight the tyres of the road wheels.

However, several petrol weapons, designed to be used by the Home Guard, were ready by mid-summer. The Fougasse consisted of a 40 gallon drum of tar, lime and petrol, ignited by a small explosive charge. This ejected a fountain of molten liquid which would stick to any vehicle. Several thousand fougasses were installed by the REs (later by the Home Guard) in defiles and

Continued on page 700

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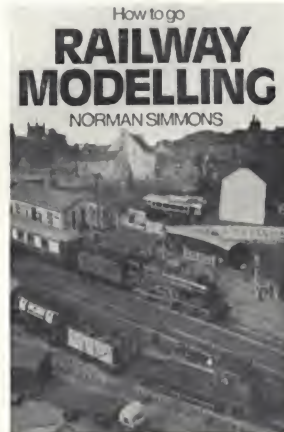
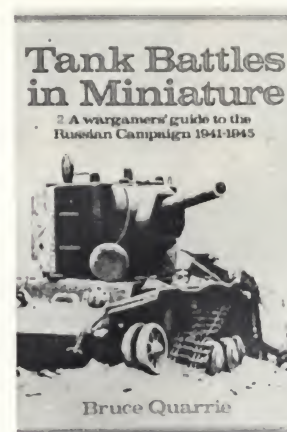
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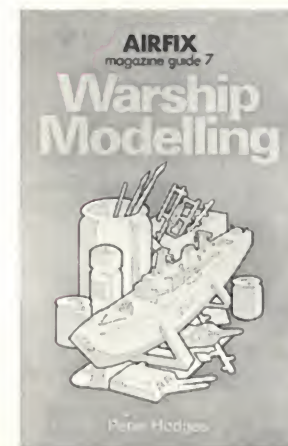
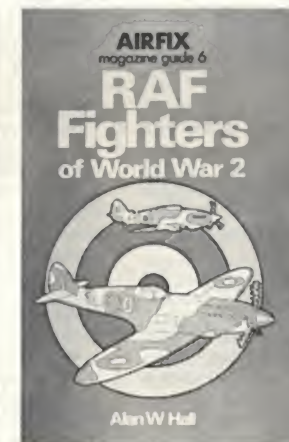
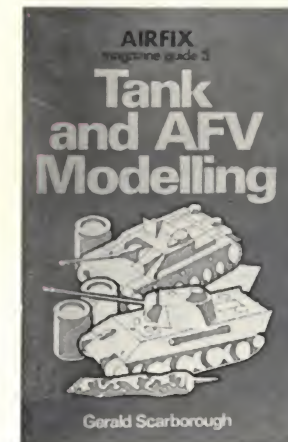
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Mobile unit on exercise. The Lewis Gun drum magazine held 47 rounds. Note disruptive camouflage pattern and hooded headlamp (IWM).

Continued from page 697

bottlenecks along the south coast where vehicles could be expected to slow down.

The Static Flame Trap consisted of a tank of petrol hidden above a sunken road or gorge with pipes leading to the road. A member of the Home Guard could flood the road with petrol and ignite it with a Molotov cocktail just as vehicles arrived in the area. An alternative method was to erect 'guard rails' along the sides of the roads. These were perforated and connected to a petrol tank on higher ground. Anti-tank ditches were sometimes flooded with petrol and some units made 'rocket' dischargers capable of firing 20 Molotov cocktails.

The famous Flame Barrage, setting the sea alight, was first tried out successfully on August 24. Ten pipes were rigged from the top of a cliff to the sea, ten tankers pumped fuel oil down the pipes at the rate of 12 tons an hour, and this was ignited by flares. A wall of flame appeared in seconds, the sea began to boil, and the observers found it impossible to remain at the edge of the cliff. The Barrage may well have proved successful in action, but it was too dependent on weather conditions to be reliable. However, news of the trial was deliberately leaked to Germany and the tests undoubtedly had an effect on the morale of the troops chosen for the assault.

In the early days the LDV were mostly identified by a brassard bearing the letters LDV, but in late June or early July they were issued

with either the two-piece denim suit or old World War I battledress — worn by the BEF when it went to France. By the autumn these uniforms were replaced by the 1937-38 battledress or 1940 simplified version described last month. Steel helmet, gas cape and mask, and some webbing completed the equipment.

Other citizens played their part in the defence of Britain. Some formed the Observer Corps to keep watch along the coast; others stood by to ring church bells if invasion came, or formed first aid emergency services, or organised local arrangements to keep open communications and maintain essential services.

And there was one other volunteer organisation — the Auxiliary Units, recruited from the LDV in late June. These men were to stay behind if the Germans landed and advanced inland, and were trained to harass lines of communication, pick off important officers, sabotage depots, bridges, etc, and generally cause confusion in the rear areas, delay the enemy's advance, and draw as many of his troops as possible away from the forward positions.

The first Auxiliary Units were raised in Kent from men with intimate knowledge of their area and accustomed to handling weapons, and consisted of a leader and five or six men. Each unit was armed with a revolver, a Tommy gun, two rifles, commando knives, hand grenades, and the new plastic explosives. The men wore no uniform and had they been captured would have been shot on the spot. By the end of the summer units had been established in Sussex and part of Surrey, but a real network, provided with short wave radio and concrete bunkers deep underground, did not come into being until 1941. □

SHORN OF THE element of surprise in 1940, the Luftwaffe, despite the boastful claims of its leader, was finding the task of defeating the Royal Air Force more difficult than was at first realised.

In previous campaigns the fighters had, unannounced, caught the defences unawares and had rapidly achieved complete air supremacy, thus making way for the bombers to fly unmolested to any target. Germany's close proximity to each of its victims had played no small part in achieving this surprise.

In Britain's case, the use of radio direction finders, and the existence of a 30 mile wide strip of water had proved to be assets of considerable value, and as far as the aggressors were concerned, two more links in a vicious circle.

The bombers, heavy with bombs and fuel, took an agonisingly long time to climb to altitude, this build up being sufficiently protracted to alert the defences and thus ensure that the attackers never emerged unscathed.

The fighters, under orders to protect the bombers at all costs, despite numerical superiority, as a result always fought at a disadvantage by being denied their freedom of action.

Time was pressing, and the long grind of attrition, which the battle had become, was not likely to yield results in the weeks remaining before the invasion plans reached their deadline.

Previously, the fuel loads had been sacrificed in favour of bomb load to clear the area of the invasion. Now, more fuel, and fewer bombs must be carried to enable the bombers to reach the factories outside this area, factories which were producing replacement fighters almost unhindered.

Reports showed that anti-aircraft defences at this time were comparatively light, the main menace coming from high flying captive balloons. These, and especially the cables, could be dangerous, especially if the losses were such as to require the raids to be undertaken during the hours of darkness.

What was needed was an aerial form of minesweeper, able to clear the cables out of the path of the closely following bombers.

The Heinkel He III H-6 variant, more heavily armed and armoured than its predecessors, was coming off the production line in increasing numbers, thus making available for other duties the earlier H-3 and H-5 types.

One of these was returned to the Heinkel works and a fender and cutters fitted. This device weighed some 250 kg (550 lb), the balance of the aircraft being restored by a similar weight in the tail. The machine was then flown to Rechlin where preliminary test flights were carried out by several test pilots including Hanna Reitsch. On completion of these, further tests were undertaken at the balloon testing ground at Saarow. These tests confirmed the basic theory to be workable.

In practice, however, the weight of the device compromised every aspect of the aircraft's performance, and after very few sorties the remainder of the 30 originally built had the installation removed and were

'Minesweeping' Heinkel He 111

Converting the Airfix kit to the He 111H-8 version by John Burgess

modified to the transport role as H-8/R-2s.

There are several kits of the Heinkel He III on the market, so that the particular one

chosen is a matter of personal taste.

The Airfix example is an H-20, but the amount of work required to make the fender



Above Drilling holes for fender supports. Note wing tips have been squared off. Fuselage, held together with rubber bands, is drying in background. **Left** Trying the fender for fit, and marking out the positions where the supports meet it. **Below** He 111H-8 of an unknown Gruppe shot down in England during the autumn of 1940 (IWM).



is not vastly increased by the need to alter the exhaust pipes, add glazing to the ventral gondola, and add a canopy to the mid-upper in place of the turret. The propeller blades also need to be thinned down.

All this work can be carried out as work proceeds, the only other item required before finishing the model off being to drill the holes in the wing surfaces. The constructional drawings are drawn to 1:72 scale, and the colour scheme drawings to approximately half this scale.

The first is a machine in its pre-delivery markings (PB-PD), the second is a machine in service with 7/KG27 (Boelcke), while the third is a machine of an unknown Gruppe which was shot down over England in the autumn of 1940. Colours are all basically the standard 70/71 splinter camouflage upper surfaces, with 65 undersides, except in the case of the latter machine which has a large area of the undersides in matt black.

Reference for this article was Green's *Warplanes of the Second World War*, Volume 9, but before continuing with the model I must thank Les Whitehouse for much additional information on colour schemes, Neville Franklin for information on KG27, and Gerald Scarborough, who photographed the model at the various stages.

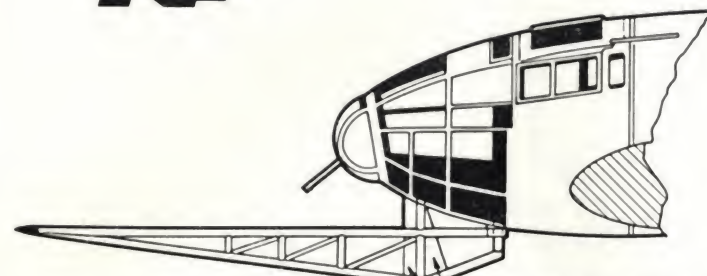
With the exception of those outlined above, there are very few actual modifications to be made to the model. Once the holes for the fender supports are drilled, and the wing tip leading edges are squared off, construction can be completed, and the model painted in whichever finish is desired. Before adding the nose canopy, drill the three holes in the positions shown. To simulate the two supporting cables, firmly secure a length of fishing line at about its mid-point within the fuselage. Thread the two ends thus formed through the hole in the upper side of the canopy, and fix the canopy in position. If stretched sprue is preferred, this activity can be left until later.

While this dries, attention can be directed to the central support. This is made up as

DRAWINGS BY BERT HATTON

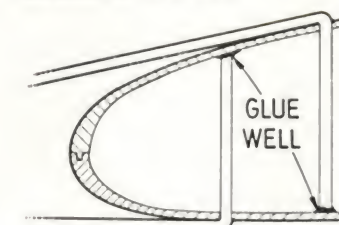
informair
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NOT TO SCALE



UNDERSIDE VIEW

CENTRAL BOOM.
SEE SIDE VIEW
ON LEFT FOR DETAIL



WING L.E. CROSS-SECTION
SHOWING METHOD OF FIXING
SUPPORT STRUTS

NOTE THAT UPRIGHTS & DIAGONALS
ARE THINNER THAN TOP & BOTTOM
BOOMS

FLAT PLATE BETWEEN
BOOMS

SIDE VIEW WITH CENTRAL
BOOM IN PLACE

SEE BELOW FOR
HOLE POSITIONS

OUTER
BOOMS

ALL DRAWINGS
ARE 1/72nd
SCALE EXCEPT
WHERE NOTED

HOLE POSITIONS ONLY
SHOWN ON STBD WING

HOLES IN PORT WING
PANELS ARE IN SAME
POSITION

CUT OUT

HOLES FOR
BOOMS

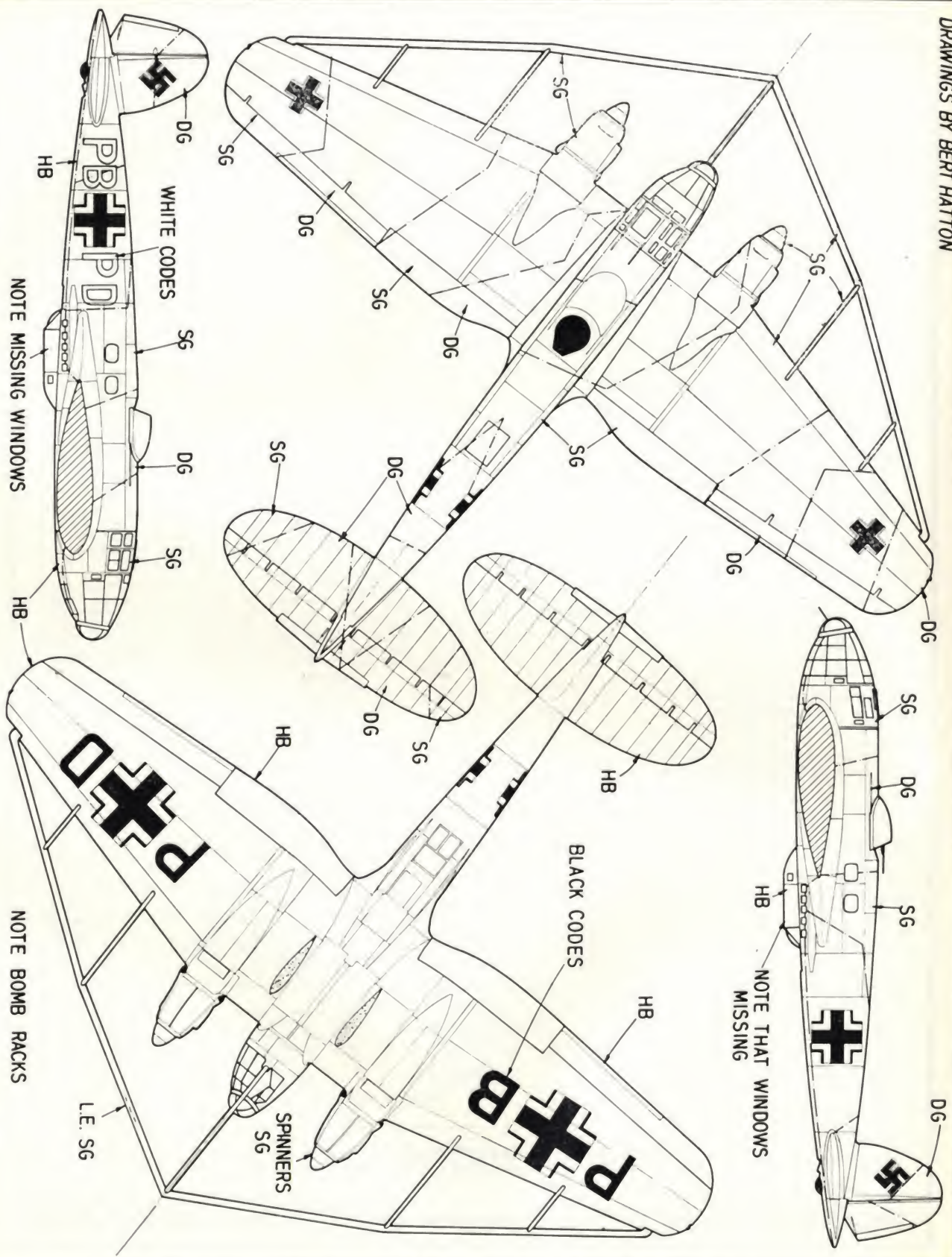
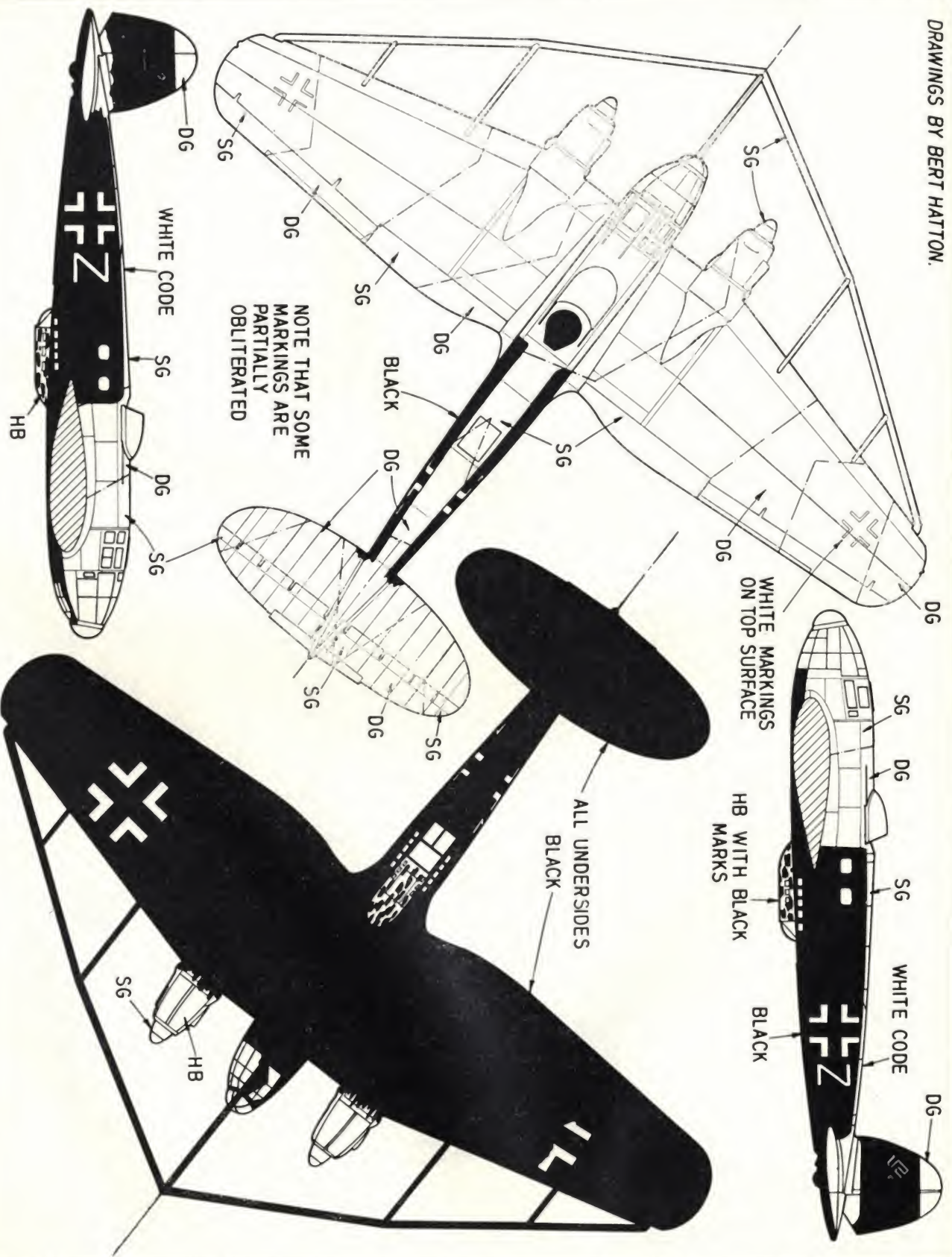
HOLES FOR BOOMS
NOTE THAT HOLES
ARE FURTHER BACK
ON TOP SURFACE

CUT OUT

DRAWINGS BASED ON He 111
PLAN, PUBLISHED IN "SCALE
MODELS" SEPTEMBER 1971
BY M.A.P. LTD, HEMEL HEMPSTEAD.

STBD WING - UNDERSIDE

STBD / WING - TOP SIDE



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Peninsular War figure conversions

This month, a major of the 50th Foot
from **Martin Windrow** and **Gerry Embleton**

THE 1ST/50TH REGIMENT of Foot (West Kent) took part in the retreat to and battle of Corunna in 1809, where they distinguished themselves in bloody fighting — an action recorded in the writings of the famous Charles Napier. The 'Dirty Half Hundredth' — so nicknamed from their black facings — were shipped home after Corunna, and later took part in the unhappy campaign on Walcheren, suffering great loss from the disease which swept the expeditionary force.

They did not return to the Peninsula until 1811, when they fought at Fuentes d'Onoro in the 1st Division. They were one of the battalions transferred into the 2nd Division shortly afterwards, to make up the terrible casualties suffered by that formation at Albuera, and they fought with the 2nd Division from that point until the end of the war in 1814.

This officer appears as he might have done during the Vittoria campaign of 1813, at which battle the battalion fought in Cadogan's Brigade on the Heights of Puebla, against Maransin's 12e L  ger and 45e Ligne.

Up to 1812 all British officers were supposed to wear a long-tailed uniform coat, but during that year some at least began to use a new, shorter service jacket which can be modelled from one of the rankers' jackets in the Airfix range. The model illustrated was made from a Rifleman and a pair of much-carved Historex French hussar officer's legs with boots *   la hongroise*.

The Rifleman's torso should have the centre buttons trimmed off, and the outer rows thinned out to produce single spaced or paired buttons, according to the battalion desired; the 50th wore paired buttons. Four sets of paired buttons would normally be exposed between waist and shoulder, but three would be permissible in this scale if it makes painting easier.

The central join of the jacket should be obscured, and a new, double-breasted effect achieved by scribing a vertical line just outside his right-hand row of buttons. A small triangle of thin plastic card should be cemented to simulate the turned-down top portion of the lapel; the accompanying sketches show the typical shape of an officer's jacket.

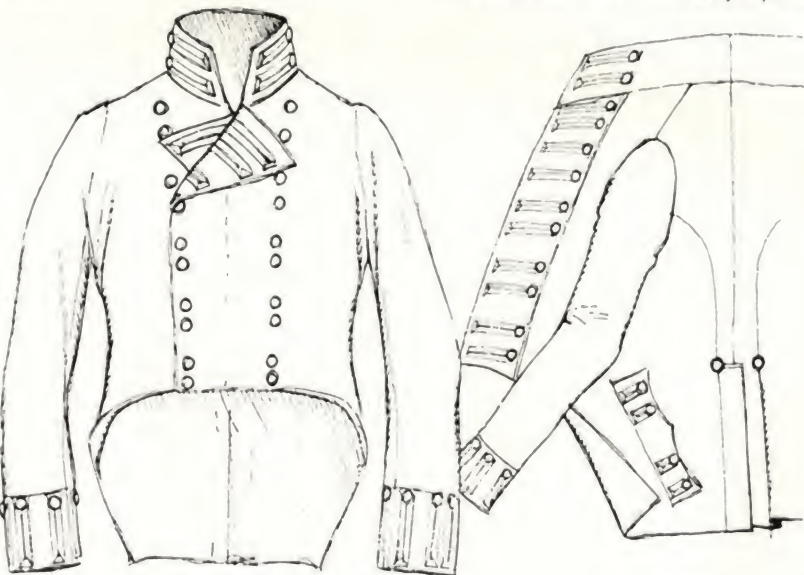
You can use any head and arms you like — Coldstream, Rifles, Highlander, or any others you have handy — depending on the desired position. Remember to file cuff detail smooth for ease of painting. Epau-lettes should be added, either from the Imperial Guard Grenadier or, better still, from the Historex spares list. File off the detail of the loop over the epaulette strap if using Historex items — British officers did not wear these, and you need a smooth top

surface for painting. The sequence worn was as follows: Full colonel, two epaulettes with a crown and a star badge on the strap; Lieutenant-colonel, two, with a crown; Major, two, with a star; company officers of battalion companies, one right-hand epau-lette without badges. Fusilier, light infantry, and line infantry grenadier and light company officers had more complex insignia involving shoulder wings with or without epaulettes, and we have decided not to cover them in this article. Full details will be found on page 73 of *Military Dress of the Peninsular War*.

The jacket should be painted bright scar-let, with regimental facings on the collar and the turned-down triangle of lapel, and on the cuffs; as stated above, for the 50th these were black, and would take the form of velvet for officers. Buttons and lace were gold, so the buttonholes on the front (his right-hand side only) should have paired, square-ended loops of gold lace extending inwards. A loop should show, almost vertical (ie parallel to the short edge) on the turned-down lapel, and there are two on the collar, horizontally placed one on each side with a button at the outside end. There should be two pairs of loops on each cuff, with a button at the top of each.

The turnbacks at the tail of the jacket

Front and back views of a typical officer's jacket, of a battalion with paired square lace loops.



should be white, and some officers seem to have had gold lace edging round these. The two rear buttons and a tiny gold lace triangle between them should be covered by the waist-sash — see below — but two pairs of small gold loops, each with a button at the inside end, should be painted diagonally above the edge of the turnbacks, pointing inwards and upwards. Two vertical lines of lace can be painted from the rear buttons to the skirt, using the kit mouldings as a guide. The epaulettes of all ranks of officer would be gold in this unit, with silver rank badges.

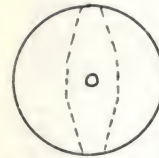
Breeches should be painted white. The boots on the pair of Historex legs we used are fancy hussar items; they should be painted black, with silver spurs, gold trim around the tops and gold tassels at the front.

A waist-sash of crimson should be added, knotted on the left hip and passing over the sword baldric to hold it steady; this should have long hanging fringed ends. The easiest way to make it is to use very thin plastic card for the sash and hanging ends, the latter suitably notched with a sharp knife, and to make a knot with a blob of body putty. The baldric is a single crossbelt over the right shoulder (passing beneath the epaulette and sash) which, again, can be made from the thin card provided in Airfix kits for straps, etc; it should be the same size as a soldier's cross-belt. In the middle of the chest add a small oval of card for a belt-plate, painted gold.

The sword should be a long   p  e held in a frog; we used a Historex piece. Hilt and chape should be gold, scabbard black, and baldric and frog white. The fist-strap and tassel were crimson and gold mixed lace.

Now for the hat. Up to 1812 all officers wore the bicorne, and after that date majors and up retained it, while company officers went into 'stovepipe' shakos like those of their men. If you are modelling a junior officer, use the Rifleman's shako with insignia exactly as for the line infantry rankers described in previous articles.

If, as with the model illustrated, you prefer



Make the bicorne hat from a sheet of thin plastic card, as described in the text. The disc should be about 20 mm in diameter.

a field officer, you can either trim a Historex piece to size (they tend to be a bit large) or you can make your own without too much trouble. The sketch shows the shape to cut from thin plastic card; the diameter should be 20 mm. Fold each side up along the dotted lines after cementing the disc firmly to the top of the head — the small hole is purely to help you centre it. Apply cement to the inner surfaces, which will help soften the card and give you a realistically bulgy effect at the sides — remember there is supposed to be a large British head in there, not a scalped remnant! The half-circular edges should be stuck together at the very top, but try to keep a gap between the edges from about halfway down. The softening effect of the cement will also allow you to pull the front and rear bottom corners down a bit — the side view should show a 'droop' front and rear, not a straight line parallel to the ground.

This may all sound a bit tricky, but if you go slow and take care you should win in the end — if you blow it the first couple of times, all you've wasted is a bit of plastic card.

The hat should be painted matt black, or semi-gloss if it is meant to be in the waterproof cover often used. If uncovered, it should have a small black cockade — a disc of plastic card cut with radiating lines, about 2 mm across. This is fixed on the right side, rear edge in line with the back of the wearer's ear, top edge level with the edge of the hat. Paint in gold, or simulate with tiny slivers of card, a double strip of lace going from a central button in this cockade up to the top edge of the cockade.

If you prefer the covered effect, then fill in the gaps between the front and rear vertical edges, and simulate a couple of bunches of tied thongs on the top, semi-circular edge — these are placed so as to divide the semi-circular line into roughly equal thirds. In this case the cockade can be left off, naturally.

Facing and lace details of other battalions in the Peninsula will be found in the appendices of *Military Dress of the Peninsular War*, and the following colour plates will be helpful to modellers of British officers: 38, Plate 8; 43, Plate 9; 46, Plate 10 (an officer of Royal Engineers — an interesting variation, with great animation potential); 60, Plate 12; 62, Plate 13; 68, Plate 14; 93 and 95, Plate 19.

We posed our officer looking downward with an expression of wild surmise, suitable to a gentleman wondering what on earth he has just stepped in with his brand new 50 guinea St James's Street boots... 'Pon my fob, not mules again!' The Vittoria campaign offers a more conventional but entertaining animation idea for this pose — an officer gazing delightedly at some of the enormous loot left scattered on the field by the French. A purse spilling dollars? A gold cup or candlestick, or a crucifix? A gold-mounted sword? The details are up to you; a bit of imagination can produce a really individual model. □

Major of the 50th Foot, made from Airfix and Historex parts, with a scratch-built bicorne hat — shown here in the taped waterproof cover often worn in bad weather.





Part 9 — adapting for army co-op

LIKE THE MULTI-ROLE combat aircraft of today, largely forced upon Services for reasons of economy, so in the early 1930s the general purpose aircraft was seen as effecting economies in Empire policing roles, able

to both perform punitive bombing and co-operation with land forces. Most of the British aircraft firms submitted tenders to General Purpose specifications and three were rewarded with production orders.



Vickers Vincent

A modification of the Vildebeest torpedo-bomber, the Vincent served only overseas in Aden, India, Egypt, Iraq and the Sudan. Appearing first in 1935, after the significant marking changes, it had the plain silvery finish relieved only by small roundels and black serials. The serial ranges were: S1714 prototype, a converted Vildebeest; K4105-4155; K4615-4619; K4656-4750; K4883-4885 and K6326-6368.

Hawker Hardy

A Hart variant, like the Audax, the Hardy general purpose aircraft was used for army co-operation work by No 6 Squadron in Palestine, No 30 Squadron in Iraq and later by No 237 Squadron in Kenya.

The prototype, K3013, a converted Hart, was followed by 47 production examples, K4050-4070, K4306-4321 and K5914-5923, all built by Gloster.

Westland Wallace

The Wallace was basically a lengthened Wapiti with a spatted undercarriage, but although a general purpose type, with potential use as an army co-operation aircraft, it was not used in this role in the usual way. Instead, it initially equipped the Auxiliary Air Force bomber squadrons, Nos 501, 504 and 608. Later production aircraft did have army connections in Anti-Aircraft Co-operation Flights, but they were not involved in direct communication.

Avro Rota

The Rota was an adaptation of the civil Cierva C30A autogyro for direct army co-

Continued on page 714

Above left Hardys of No 30 Squadron bearing the palm tree badge of the squadron on their fins. These early production machines had just left the production line when rudder striping was discontinued, and the stripes were retained in service in Iraq early 1935 (MoD H935). Left Wallace '3' (marked in disc on wheel spat) of No 2 Anti-Aircraft Co-operation Flight, fitted with a drogue winch on the port side of the rear cockpit, was a founder member of the unit in 1936 (C. E. Sergeant, MBE). Below Built to a General Purpose aircraft specification, serving in No 55 Squadron (officially classed as a bomber squadron), these Vincents at Habbaniya circa 1937 are engaged essentially on an army co-operation task picking up messages, led by K6333 (MoD H718).

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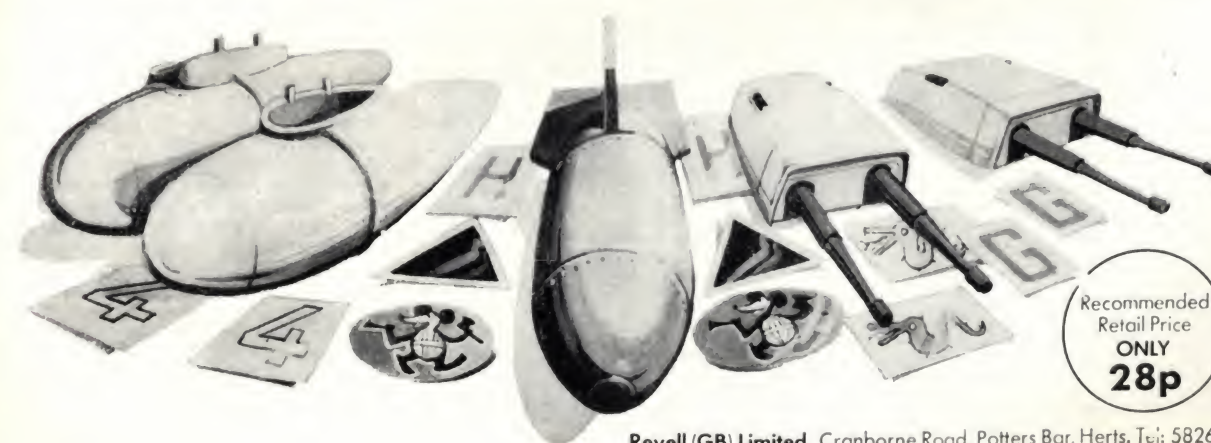
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Continued from page 712

operation use. Of the service production batch of ten, K4230-4239, the first and last went to Martlesham Heath for testing and the remainder served at some time with the School of Army Co-operation. Apart from K4230, which bore the Hendon Air Pageant New Types No 15, the aircraft bore no identifying markings other than their serials.

The School envisaged the Rotas being used for inter-communication, reconnaissance within our lines of communication and, under certain conditions, artillery observation. Two were painted in different camouflage with a view to examining their ability to escape detection from the air when flying low. As the antithesis of camouflage, some autogyros were painted red and others chrome, using pigments with 2½ lb distemper and ½ lb size per aircraft. Afterwards the colours were washed off. The reason for this colouring is not clear, but since the Rotas were allotted to the 1936 War Office Exercise directing staff, and red and yellow were the respective colours, it is presumed to be in this connection. In exercises, Avro Tutors were used for autogyro intercommunication work, but short as the landing run of these trainers was, it could not match the Rota and the partnership did not work.

K4237 was passed to both Nos 4 and 16 Squadrons in 1936 and had mishaps in both units, and the other squadron aircraft, K4231 that went to No 16 Squadron, hit high tension cables when the pilot came low to identify a tank column during reconnaissance for Southern Command. The Rotas were declared obsolete in 1939, but those surviving and serviceable civil ones were impressed during the war for radar cali-

Standard Rota finish was aluminium overall with roundels marked on sides, top and bottom of fuselage. The '15' is this autogyro's New Types Park number at the 1934 Hendon Air Pageant (MoD 8143D).



bration duties when these were given the standard dark earth and dark green camouflage.

Two further Rotas, K4296 delivered on floats and K4996, were for general development and experimental work.

Transports of the Army

It was seen in 1937 that Army Co-operation could well involve the use of transport aircraft either in the Command, or by utilising aircraft from other Commands. No 22 (Army Co-operation) Group carried out an exercise on June 15 1937 to gain experience in conveying supplies by air to a Tank Brigade. This Brigade was assumed to be halted for the night in the vicinity of Boscombe Down. Supplies of food, water, spares and ammunition were emplaned at Andover using bomber transports — a service Valentia, the prototype Bombay K3583 and the first Harrow K6933, which each made four flights.

The Bombay was used for a strange army co-op job in September that year, when it took Field Marshal Sir Cyril Deverell from Hendon to Warnemunde to attend the German Army manoeuvres.

Next year a supply exercise was carried out overseas. On March 16 1938, nine Valentias of No 216 Squadron at Heliopolis co-operated with the Cavalry Brigade to test the practicability of supplying the striking force of a Brigade by air and evacuating casualties. The force at Gebel Ruzza, over 50 miles to the west, was supplied with 150,000 lb of fuel, water and rations at selected landing grounds with one flight operating at night.

For the future

In the mid-Thirties, the Audax was still the workhorse of the army co-operation squadrons as related last week. A more powerful replacement was needed and this resulted in the adoption of the Hawker Hector, the last of the Hart variants and the last of the biplane fighters. Its task and markings will be the subject of next month's survey.



Dragoon. The details of the coat are from a painting by Morier and compare with a detailed description of a coat that was in the Zeughaus Museum. Not visible is the epaulette on the left shoulder.

THE 10TH EARL of Pembroke was Colonel of the 1st Dragoons from 1764 until 1794 and we are fortunate in having a great deal of information on the complicated 'minutiae' of the uniforms during much of this period.

The regiment was raised in 1661 and was initially known as the 'Tangiers Horse'. From 1691 until 1751 it was known by the name of its various Colonels but carried the additional title of the 'Royal Regiment of Dragoons'. From 1751 it became the 1st, The Royal Dragoons.

For the period under review the regimental uniform continued to be red faced with the ubiquitous 'royal' blue with gold lace for officers. The earliest pattern of regimental button is not known but it is likely that they



The Royal Dragoons c 1767 by Bryan Fosten

comprised a gilt (officers) or yellow metal (other ranks) button with a horseshoe, ends down, with '1D' within the hoop. The order of September 21 1767 directs that for all Dragoon Regiments the number of the regiment was to be marked on the buttons.

The three cornered black hats were worn with the front corner or 'cock' over the left eye. The hats were bound with broad 'scolloped' gold lace for the officers and they had crimson silk and gold cords and tassels which hung out of the two side corners of the hat. The hat had a pleated black silk cockade retained by a thin black cord and a gilt button.

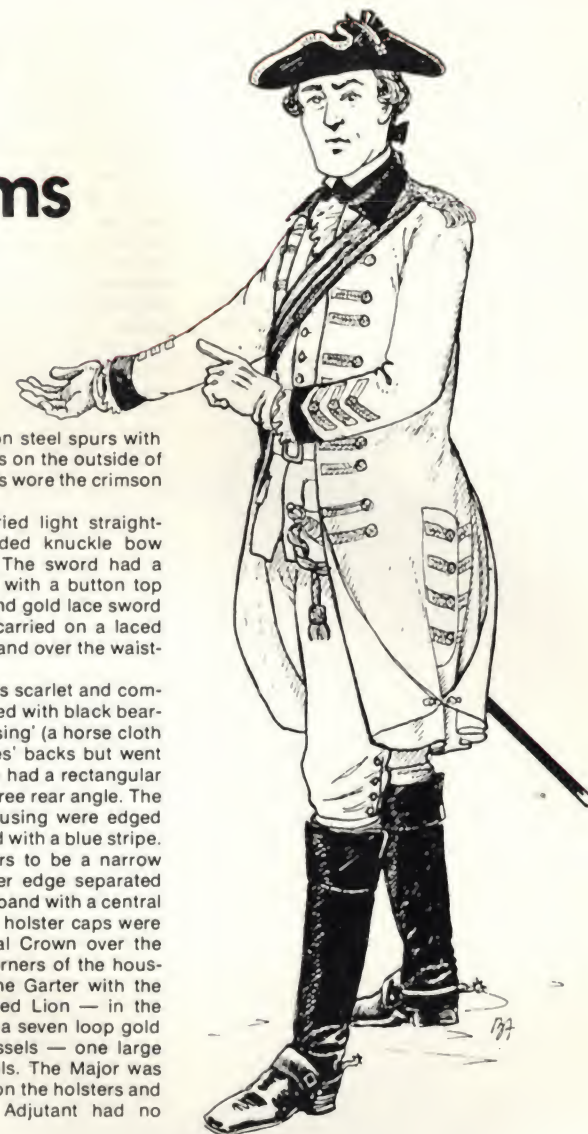
The Sergeants' hats were also edged with a broad scolloped gold lace and had scarlet and gold tassels. The Corporals' hats were edged with a similar scolloped gold lace but of narrower width and they also had scarlet and yellow silk tassels. The Troopers wore similar hats but with a skimpy gold lace binding and with scarlet and yellow woollen cords and tassels. The Trumpeters and the Band of Music had gold cords and tassels but where the Trumpeters had a gold scolloped lace binding to their hats the musicians appear to have had plain black hats with a fringed cockade loop.

The Officers' coats were made of fine scarlet cloth and had pairs of gold square-ended loops down each front decorated with buttons at the end of the loop furthest from the coat edge (ie, the coats were single-breasted). There were probably four pairs of loops on each front but this is not very clear from contemporary paintings. On the left shoulder the officers wore a small gold epaulette made from a plaited gold lace strap with short dependent fringing. The coat had a narrow folded-down blue collar and similarly narrow 'V' topped blue cuffs.

Above each cuff the sleeves were decorated with two pairs of square-ended gold lace loops in chevron form with a regimental button at the centre of each, the lowest loop directly above the cuff. There were two further pairs of similar chevron-shaped loops in each coat skirt, also centred with gilt buttons. Following the usual fashion of the time there should be two pairs of square-ended gold loops on each side of the back vent.

Officers wore white waistcoats and white breeches with small black horn buttons up the outside of each leg. Over the left shoulder a crimson net silk sash was worn with dependent tasselled ends on the right hip. Black boots with three inch cuffs covering the knees completed the uniform dress.

british army uniforms 1660-1900



The boots had buckled-on steel spurs with small rectangular buckles on the outside of each foot. Quartermasters wore the crimson sash around the waist.

The field officers carried light straight-bladed swords with gilded knuckle bow guards with gilt shells. The sword had a large gilt apple pommel with a button top and had a crimson silk and gold lace sword knot. The weapon was carried on a laced waistbelt under the coat and over the waistcoat.

The horse furniture was scarlet and comprised holster flaps capped with black bear-skin flouncings and a 'housing' (a horse cloth which covered the horses' backs but went under the saddles) which had a rectangular front corner but a 45 degree rear angle. The holster caps and the housings were edged with regimental lace, gold with a blue stripe. In effect the lace appears to be a narrow gold band near the outer edge separated from a much wider inner band with a central blue 'light' or stripe. The holster caps were decorated with the Royal Crown over the 'GR' cypher. The rear corners of the housing had a crown over the Garter with the Royal Crest — a Crowned Lion — in the centre. The Colonel had a seven loop gold knot over three gold tassels — one large between two small tassels. The Major was ordered to have a tassel on the holsters and the housings and the Adjutant had no tassels.



Above Field officer from a portrait of the Earl of Pembroke. Left Three views of the hat with the tassels more in evidence than in earlier periods. Also shown are the pouch and short glove.

The coats of the other ranks were similar in cut to the officers'. Linings were changed from blue to white in 1766 and the skirts were folded back to show these for all ranks.

Sergeants Collar and cuffs trimmed with a narrow gold lace. Gold half width lace on the fronts, skirts, rear and on the sleeves. A copper-tinsel silk knot and cord on the left shoulder. Blue sash.

Corporals Coats decorated like the sergeants' but with yellow silk and a yellow silk knot and cord on the left shoulder.

Troopers The coat lace was yellow worsted and the shoulder knot and cord made of the same material.

Farriers The coats were the same cut but blue faced with scarlet and worn with red, later white, waistcoats and coarse 'shag' breeches. For working leather aprons were worn together with plain three-cornered hats but for parades a special low black fur cap with a semi-circular front plate bearing as a device a horseshoe with a hammer and tongs.

Trumpeters and Band of Music

In 1767 Dragoon Regiments lost the last attribute of their old 'mounted infantry' association and discarded the regimental Drums in favour of cavalry Trumpets. The first Trumpeters' uniform, and no doubt also the uniform for the Music, was white with scarlet facings and, initially, with scarlet hanging sleeves and wings. White waistcoats with scarlet facings and white breeches. In addition the Trumpeters had regimental lace, yellow with a blue stripe, on their uniform coats. Trumpeters wore gold laced hats with blue feathers and the Musicians plain black hats but with gold tassels and fringed loops and blue and red feathers. The Musicians' coats were trimmed with gold half lace.

Frocks In addition to the full dress coats the regiment were issued with coarse kersey frocks for everyday wear when in barracks and when training. These were white with blue facings for the Sergeants, Corporals, Troopers and the Music and with red facings for the Trumpeters. The Trumpeters' coats also had red wings. Farriers, for practical reasons, had blue frocks with scarlet facings.

The horse furniture of the Sergeants was scarlet with yellow regimental lace but with a broad blue 'light' and with copper-tinsel embroidery. The Corporals' furniture was similar but with yellow silk embroidery.

Troopers and Farriers had to suffice with yellow worsted lace and wool embroidered devices. For the Farriers the holster caps were dispensed with and replaced with deep tapered leather 'churns' covered with 'muffs' of bearskin or goatskin. NCOs and troopers had small white goatskin flounces over their holster caps.

Over the left shoulder a broad buff leather belt was worn with a large open brass buckle on the breast part. The pouch itself was also buff leather and there is evidence that these were coloured with yellow ochre although Morier shows them white. On the pouch lid was a large brass fret-cut 'GR' mounted and fixed to the lids over a piece of red Moroccan leather. The sword was suspended from a buff leather waist belt with a frog which was worn over the waistcoat, but under the coat. The sword had a straight blade and had a full steel basket hilt. The other ranks' sword knot was white. All ranks wore short buff leather gloves.

Cloaks were red lined blue with a turned-down blue collar and laced loops on each front. They were carried rolled behind the saddle blue side out and no doubt, in the case of NCOs and Troopers, they were used to carry some of the men's necessities in the absence of valises.

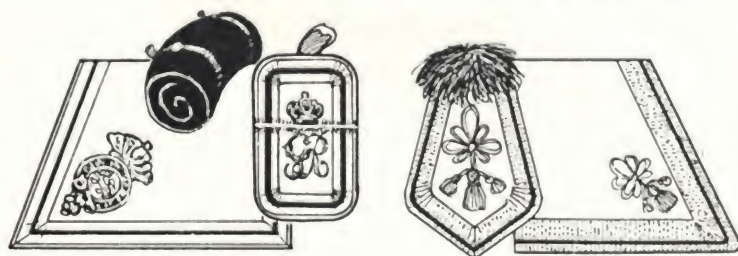
Bridles were polished black leather, rather narrow for heavy cavalry, with brass (gilded for the officers) buckles, tips, etc. There were red rosettes on the brow band and cruppers and the officers had their horses' manes plaited. The horses' tails were left long.

The carbines were carried butt down in buckets suspended beneath the right side holster cap and in some cases it seems the barrel of the weapon was attached to the pouch belt by a swivel under the rider's arm. On the march picket poles were strapped to the carbines. Farriers carried axes and the Trumpeters and the Musicians are likely to have carried scimitar-bladed swords which were 'de rigeur' in most cavalry regiments of the time. They were mounted on greys, but the remainder of the regiment used black horses.

Guidons were as previously described but by 1767 the standard belts were faced with regimental lace and covered on the march with green baize. The standards were also covered with green baize cases with brass heads.

Principal instruments of the Band of Music were Fifes, a Bassoon, French Horns, a Clarinet and a Concert Horn. □

Housing and holster cap of a field officer, right. On the left is the housing and holster cap of a trooper from Morier's picture. He does not show the fur cover to the holster caps.



IN THE DECEMBER 1972 issue of *Airfix Magazine* Richard E. Gardner described the Defender concept with its various roles and gave basic details for the conversion of the Airfix kit of the Britten-Norman Islander. Since then orders have been received for production machines from the Malagasy Republic (formerly the French colony of Madagascar) and the Sultanate of Oman at the south-eastern tip of the Arabian peninsula. Many other Air Forces all over the world have bought Islanders as transport or photo-survey aircraft, including the air forces of Abu Dhabi, Ghana, and Mexico, the Defence Forces of Guyana, Israel and Jamaica as well as the Royal Hong Kong Auxiliary Air Force.

Defender development

The basic Islander airframe has proved to be very adaptable as shown by the development of the three-engined version known as the Trislander. Variants that have appeared on the drawing board include ski- and float-equipped versions and, also, retractable undercarriage and seaplane developments. It was no surprise, therefore, when a military variant appeared at the Paris Air Show in May 1971.

This first Defender started as a basic Islander, registered G-AYTS, which was flown from the production line at Bembridge to Ford for conversion by F. G. Miles Engineering. It was equipped with four underwing pylons, nose mounted radar and the necessary holes in the port fuselage side for the sideways firing machine-guns. It was camouflaged in sand and dark earth on the upper surfaces and sand on the undersurfaces. In November its 260 hp engines were replaced by 300 hp ones and it was delivered to Heli Orient at Singapore for demonstration to several Far Eastern Air Forces. It was re-registered 9V-BDT and eventually sold in Indonesia with all military equipment removed.

The second Defender demonstrator was converted from a Romanian-built Islander, G-AYXE, in time for the Farnborough Air Show in September 1972. It had similar modifications and camouflage scheme to the first one except that the undersurfaces were painted black. It was converted back to an Islander in early 1973 and delivered to Aer Arran in Eire.

It wasn't until 1974 that deliveries of production aircraft were made and the first went to the Malagasy Air Force in March. They have an option to buy at least one other machine. Some time before this, however, an Islander was delivered to a fishing company in Gabon on the West Coast of Africa with two Defender-type underwing pylons carrying long range tanks. Its endurance of 15 hours is utilised to the full during its fish-spotting patrols.

The Defender hit the headlines when the Sultan of Oman's Air Force ordered eight as a replacement for its Beavers. An Islander was first demonstrated in Oman and neighbouring countries in May 1971, though they had been in service in nearby Abu Dhabi since 1969.

The eight Defenders are being equipped with comprehensive radio and navigation

The Sultan's Defenders

Modelling the Sultan of Oman's Defenders from the Airfix Islander by Keith Palmer

aids and will be used mainly in the troop transport, supply and casualty evacuation roles. In addition to the normal seating supplied with each aircraft, three sets of VIP interiors and five sets of ambulance interiors are being delivered. It only takes a few minutes to change the interior layout to suit another role.

In spite of the warlike appearance of the machine displayed at the Farnborough Air Show in 1972 the Defenders for Oman are not being fitted with any armament capability, unlike the machine delivered to the Malagasy Air Force. The aircraft were delivered at roughly monthly intervals between August 1974 and April 1975, and are now in service with No 5 Squadron.

Sultan of Oman's Air Force

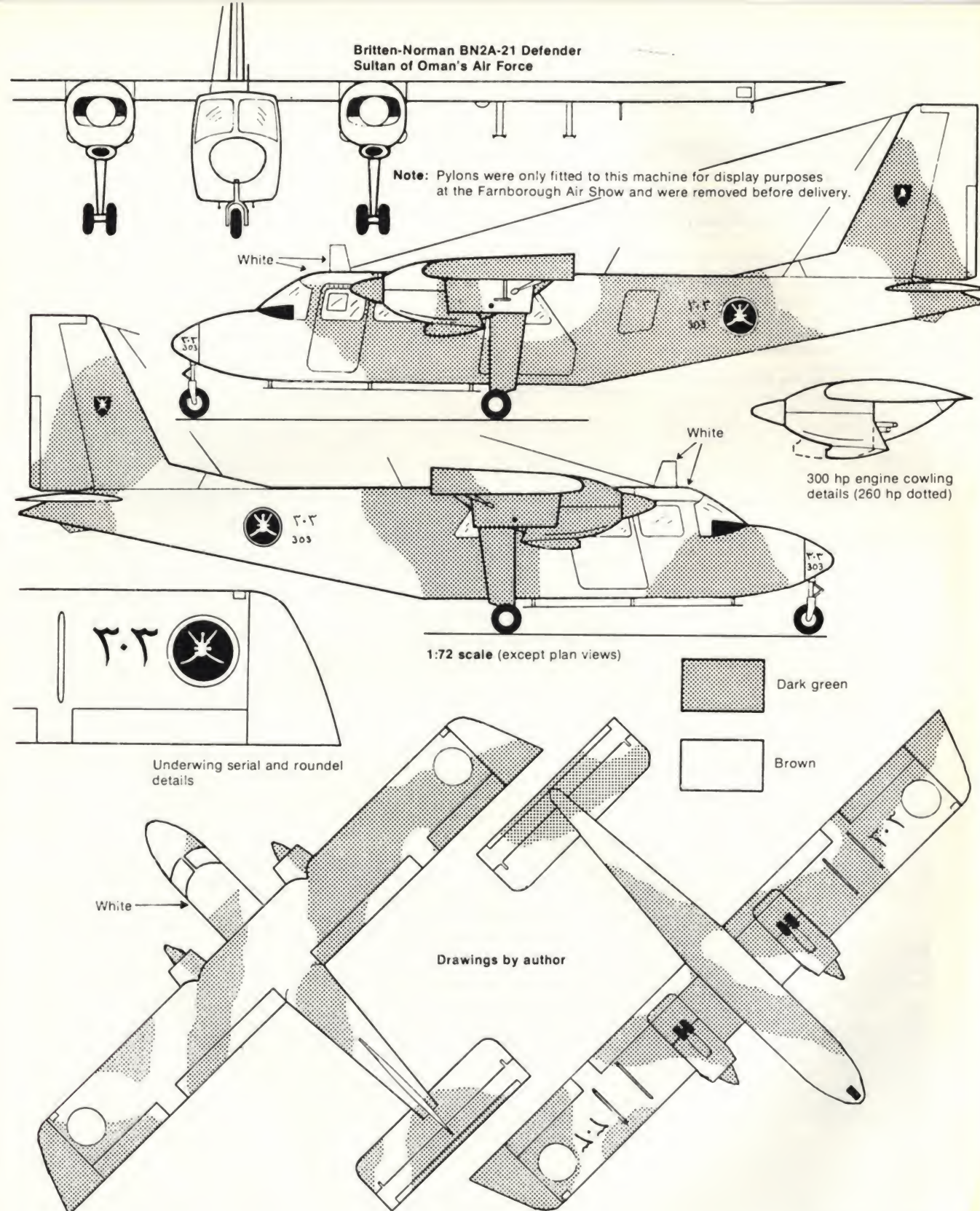
It was in 1958 that the Sultan's Air Force was formed, with British assistance, and its equipment comprised piston Provosts,

Beavers and a Dakota. Following the commencement of oil production in 1967 additional equipment started to arrive in the



Two views of Oman Defender, serial 303, at the Farnborough Air Show in September 1974. The British civil registration G-BCFM does not appear on the service aircraft, and similarly the wing pylons shown here were fitted just for the air show.





in the Dhofar Province in the mountainous south-west of the country.

Modifying the Islander kit

Very few modifications are required to convert the Airfix kit of the Islander into a Defender. The kit is basically accurate for the BN2A-9 and BN2A-27 versions of the Islander and Defender with 260 hp engines, but the raised detail is a bit exaggerated and should be reduced, particularly the raised strengthening on the fuselage.

Since all the Defenders for Oman are of the BN2A-21 version with the more powerful 300 hp engines, some changes are required to the cowlings as shown in the drawings. First assemble the engines, except for the propellers, and, when the glue has hardened, cut off the air intakes with a razor saw or sharp knife. Fill the resulting hole with plastic card and body putty.

Extend the cowlings using thin plastic card and, when this has dried, reduce the size of the air intakes and glue back in their new positions. The bulges on the cowlings sides should then be built-up using body putty.

Due to the comprehensive avionics fitted, quite a number of aeriels appear on the outside of the aircraft. Most noticeable is the large white blade aerial which is above the cockpit and slightly off-set to port. Others include two ADF aeriels under the fuselage and a wire stretching from above the cockpit to the fin.

No pylons are carried on the Defenders delivered to Oman (those on the machine at Farnborough were for display purposes only) but are shown on the drawings so that anybody wishing to model one of the Defenders with pylons has their shape and position. Standard and VIP interiors are included in the Airfix kit.

Colour scheme

The Oman Defenders are painted in a camouflage scheme of dark green and brown overall, including the undersurfaces. There are slight variations between each aircraft but they follow the same basic pattern. The roof above the cockpit is white and the paint has a semi-gloss finish.

The red and white national markings appear in six positions and a similar shield-shaped marking appears on the fin. The markings supplied in the Airfix kit of the BAC Strikemaster can be used but the wing roundels are a trifle small. It would be more accurate to modify some Japanese roundels (this has to be done anyway with the fuselage roundel since the Strikemasters do not carry any).

The serial number appears in small letters, in both Arabic and English, on the fuselage ahead of the roundel and on the nose cone. It also appears in larger letters, but only in Arabic, beneath the wings. The underwing serials in the Strikemaster kit are the right size and could quite easily be altered to read 304. The serial numbers on the Oman Defenders run from 301 to 308. British civil registrations were carried in black on the rear fuselage and below the port wing, but were removed before delivery. Propellers are black with red/white/red tips in the current RAF style. □

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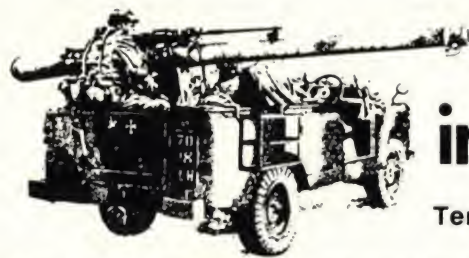
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in the field

Terry Gander and Chris Foss

The Royal Armoured Corps on display



EVERY SO OFTEN various units of the Armed Forces give displays of their equipment and capabilities to the rest of the Service arms and NATO forces. At the beginning of May the Royal Armoured Corps were hosts to British and European service personnel and laid on a most impressive display of their equipment and firepower at their home bases of Bovington and Lulworth. Gallows Hill was the site of a mobility display while later in the day the Lulworth ranges were used for the firepower demonstration.

The mobility display was begun in a very pleasant fashion by the appearance of two troopers attired in 1914 uniforms and equipment mounted on the Mark 1 horse. They went across the arena at a good pace and were thereafter followed by the entire range of RAC vehicles and equipment. Scimitars and Scorpions scurried around the various slopes and ravines, Chieftains dashed along in clouds of dust, a Centurion and a Saracen appeared to give a comparison of how things once were (not so very long ago), and Royal Artillery mobile guns trundled across the arena. A battle set-piece was laid on along with the usual feature of a Chieftain bridgelay spanning an imaginary river, and after that two missile-armed Scout helicopters gave a brief spirited display and ended off by flying under some

Continued on page 722

Top of page In the beginning . . . **Top left** Scorpion. **Left** Note that this Scimitar does not have the forward dust shields over the track. **Below** Chieftains.



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Top M107 175 mm self-propelled gun with barrel wrapped in netting. Right M109 155 mm self-propelled howitzer. Note that the turret machine-gun is a 7.62 mm Bren. Bottom A Stalwart leaving the water tank.

Continued from page 720

electricity lines suspended from pylons. After a final line-up and salute the mobility display ended giving a chance to view a very comprehensive static display and a visit to the inimitable Tank Museum before the firepower show in the afternoon.

The Lulworth Ranges took a fair old pounding during the course of the next part of the display as Foxes, Scimitars and Scorpions blazed away at hard targets (mainly old ex-Belgian M-47 tanks) and moving targets. The Scorpion showed off the lethality of its canister round designed for use against infantry in the open or behind soft cover at close ranges. But the main star of the show was undoubtedly the Chieftain main battle tank. The lethal firepower of its 120 mm main armament was demonstrated over and over again against hard targets, using both the ranging machine gun and the newer laser rangefinder as aids in fire control. At one point three Chieftains were firing from static positions and another three were firing on the move as they trundled across in front of the audience. The noise was deafening and the effect on a varied number of targets was shattering. Even allowing for the long hours of practise and rehearsal, along with the inevitable familiarity of the terrain, the speed at which the crews could pick up and cope with a variety of targets was most impressive.

As the noise died away the display ended and the crews gathered to clear the guns, clean the vehicles and then take a breather. They put on a very fine and interesting show and they have good reason to look back and feel pleased with themselves. Most of the vehicles in the demonstration were manned by 'C' Squadron of the Queen's Own Hussars, with support vehicles manned by the Royal Engineers and the Royal Artillery.



squadron codes and colours 1939-1956



By Michael J. F. Bowyer and John D. R. Rawlings

KR 1667 Heavy Conversion Unit
For details see under GG.

KR 61 OTU (c)
For details see under HK. Letters used on Spitfire IIs, IXs, XVIs, eg KR:L-TE382, Mustang IIIs, eg KR:C-FX993, Master IIs and Harvard 2bs.

KR 226 Operational Unit (c)
Formed in 1947, moved to Stradishall August 1949. Used Vampire FB 5s, eg KR:F-WA112, and Meteor Mk 4, 7, and 8. Moved to Chivenor 1955 and still coded KR on disbandment June 1 1955. Examples of Meteors: Mk 4 KR:C-RA489, Mk 7 KR:D-WH250, Mk 8 KR:L-WK855, and KR:R-

WF644 which was camouflaged and had black codes.

KS Station Flight
Tarrant Rushton (c)
Allocation confirmed, no details of use known.

KT Identity not known
A Stirling IV LK603 is reported as being coded KT:K. It served with 1660 CU between August 1944 and February 1945.

KU 47 Squadron (c)
Letters used from September 1939 to October 1942 on Wellesleys in East Africa, eg KU:O-L2695. Beauforts received in October 1942 were uncoded, but use was again made of KU coding on Mosquito VIs

Below Wellington III KW:E-X3763 lost on operations April 14/15 1943. Bottom Beaufighter VIF KZ:R of 287 Squadron.



during the closing months of the war as on KU:Y-TE650.

KV 53 OTU (c)
Opened at Heston in 81 Group on March 11 1941, the OTU used Spitfires. Moved to Llandow July 1 1941, and Rhosce opened as a satellite station on April 7 1942. Moved to Kirton in Lindsey May 17 1943 with Caistor and Hibaldstow as satellites. Training ceased at the OTU on May 15 1945.

KW 615 Squadron (c)
Letters used from September 1939 to disbandment September 25 1945. First used on Gladiators, eg KW:R-N2304. Began to get Hurricanes in April 1940. Used Mk 1s, eg KW:P-V7300, Mk IIas, eg KW:M-Z2703 then Mk IIbs July 1941-1942. To Far East March 1942 where KW remained in use on Hurricane IIs, Spitfire Vcs and VIIIs and Thunderbolts, eg KW:D-KL856. Disbanded June 10 1945, then No 135 Squadron became 615 and disbanded September 25 1945

KW 427 Squadron (c)
Formed June 25 1942 at Dishforth and took over KW vacant coding. Equipped with Wellington IIIs between July and October 1943, eg KW:N-BK333. To North Africa May 1943 and soon after was using Wellington Xs, eg KW:W-LN440. After returning to the UK in October 1943 the squadron equipped with Halifax IIIs, kept until May 1945, eg KW:J-LW417. Lancasters used May-June, eg KB934. Disbanded September 5 1945.

KW 267 Squadron (c)
Reformed at Heliopolis August 19 1940. Used Hudsons for transport duties, eg KW:S-FK507, Ansons, Lysanders, eg P1992, Lodestars, eg AX685. Codes given up in 1942 before Dakotas were received.

KX 311 Squadron (c)
Formed July 1940 in 3 Group with Wellington 1as, 1cs, eg KX:M-R1410, and transferred to Coastal Command in April 1942 when codes were given up. Later coded PP.

KX 529 Squadron (c)
Formed from 1448 Flight at Halton June 15 1943 using Cierva C30A autogyros, eg KX:F-K4233. Moved to Henley August 19 1944. Also had been using Hornet Moths, eg KX:W-5754 (in use October 1943 to October 1945). Received Hoverfly 1s in 1945, eg KX:R-KK993. Disbanded October 20 1945.

KY 305th Bomb Group USAAF (c)
Letters used by the 366th Bomb Squadron December 1942-May 1945 on B-17s.

KY 242 Squadron (c)
Reformed Stoney Cross November 15 1944 as a transport squadron with Wellington XVIs and Stirling Vs, eg KY:A-PK152. Gave up Stirlings in favour of Yorks before moving to Oakington in May 1946. Yorks included KY:A-MW328. Letters given up in 1948.

KZ 287 Squadron (c)
Formed from 11 Group AAC Flight at Croydon in November 1941. Used a wide variety of aircraft on anti-aircraft co-operation duties, eg Lysander 2s and 3s, Hurricane IIs, Tempest Vs, eg KZ:R-JN764, Oxford KZ:D-HN164, Beaufighter VIF KZ:F-V8159, Defiants, eg N3338, T4035, Spitfire Vs and XVIs, eg KZ:A-TB625 and Martinet KZ:B-MS528.

NEW kits and models



Frog Javelin

THE GLOSTER JAVELIN is one of those aircraft which captured the imagination of all who saw it and became associated with it. Although it would not be right to lay any claims of outstanding service to this huge fighter, there was a certain magic about its shape, noise and development that makes its neglect by the kit manufacturers hard to understand.

Apart from two rather poor — by modern standards — examples issued by Hawk and Frog several years ago, the Javelin has been somewhat out in the cold. That is, until now, when Frog have done the 'Beast' proud with a very fine kit.

The aircraft concerned is the FAW9 with alternative parts for the 9R plus two sets of decals for aircraft of No 64 and No 5 Squadrons.

Construction follows the method used in

the early Frog kits with fuselage halves being split along their horizontal rather than vertical axis. The heavy rivets that marred the early kits have vanished to be replaced by some very fine panel lines that require very little sanding to bring them into line. (Pun intended!)

The only comment that this reviewer would make is that the nose seems a little short but this is marginal and in no way detracts from the overall appearance of the model.

The wheels are superbly detailed as are the weapon pylons and weapons. The ejector seats could be better, but then if everything was just so what would there be for the super detail fanatics to turn to?

Unfortunately 'Mutt and Jeff', our favourite Frog aircrew, put in another appearance, but this will worry very few modellers. Overall a worthy effort and the basis of many a conversion to earlier marks. (This review originally

appeared in the May-June 1975 issue of *IPMS Magazine* and is reproduced by kind permission of the editor.)

Contrail B70

SUTCLIFFE PRODUCTIONS, Westcombe, Shepton Mallet, Somerset, regret that due to an error in mould making the B70 kit as advertised in the June issue of *Airfix Magazine* is 1:96 scale and not 1:72 scale. The kit has now been withdrawn. A true 1:72 scale kit is now being tooled and all customers who have purchased the incorrect scale kit will be supplied with the replacement kit as soon as available.

Modeldecals Sets Nos 27 and 28

THE CONVERSION article covering the Canberra, published in the April edition, mentioned that Modeldecals would be releasing a sheet giving markings for the T4 that was featured in the article. This is now available and has certainly been worth waiting for.

The T4 features on set 27 which also includes markings for a Phantom FGR2, Buccaneer and a Hunter T7.

The standard of these sets of markings reached as close to perfection as is possible some time ago, so it is now only sufficient to say that the latest offerings are equal to previous ones. Any reviewer will find it hard to find a more fitting accolade.

The register is perfect, the colours correct and if anyone still believes that the stencil markings are merely suggestions, let them take a magnifying glass and read them!

The Canberra T4 is in fact the machine of 231 OCU that appeared in the previously mentioned article, and one set of Hunter markings can be used to finish the model in the same red/white/grey trainer scheme. This machine being one from 4 FTS, the markings for this aircraft can also be used to depict it when it was with 56 Squadron in 1962. The Phantom is from 111 Squadron and the Buccaneer belongs to 208 Squadron based at Honington.

Set 28 includes markings for a Canberra

Continued on page 726



Top of page Frog Javelin. Left One of the nicest warship models for some time, Revell's new kit of the cruiser USS Olympia — flagship of the squadron which destroyed the Spanish fleet in Manila Bay on May 1 1898 — features a wealth of small detail and makes an unusual and extremely attractive addition to any collection. Price is £2.35.

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 - 27: Canberra T4, 231 OCU, RAF, Cottesmore 1974, Hunter T2, 4 FTS, RAF, Valley 1973 (or 56 Sqn. 1962). Phantom FGR.2, 111 Sqn. RAF, Coningsby, 1974. Buccaneer S2A, 208 Sqn. RAF, Cottesmore, 1974. Hunter T8, 764 Sqn. FAA, 1964. Lightning F3, 29 Sqn. RAF, Watisham, 1971. Jet Provost T5, 3FTS. 'The Swordbirds' provided to make any one of the sets.
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Matchbox Comet Mk 1.

Continued from page 724

E15 of 98 Squadron finished in low visibility markings, a Lightning T3 of 29 Squadron, a Hunter T8 of 764 Squadron FAA, and a Provost T5 of No 3 FTS. The beauty of this sheet is that by swapping codes and serials alternative Hunter T8s can be modelled and all serials for the four Provosts in the Swords aerobatic team are also included. The variations do not stop there as by using markings from this sheet and set 1 a variety of Lightnings can also be produced.

As is usual with Modeldecals markings, instrument panels are included and there is a separate sheet of photographs showing the aircraft featured.

At 50p each plus post and packing of 12p for two sheets and 15p for three or more, these markings represent excellent value. They are available in the UK only from the sole distributors, Modeltoys of 246 Kingston Road, Portsmouth, Hants, who kindly supplied the review samples.

Matchbox Comet

A WELCOME addition to the growing Matchbox range of 1:76 scale AFV kits, the A-34 Mk 1 Comet fills a gap in the later Second World War armour scene.

This is a nice kit to the usual Matchbox standard. Construction is simple and the finished model is basically accurate, as a check with a ruler shows.

The track guards are unfortunately out of scale, being particularly noticeable at the front. Enough clearance has to be left for the tracks and running gear and this results in the track guards being over-wide and the front hull plates too narrow to maintain the correct overall width.

Alternative transfers for the 1st Royal Tank Regiment and the 2nd Fife & Forfar Yeomanry are included in the kit.

Junkers Ju 188

UNTIL THE ADVENT of this new kit from Matchbox, Luftwaffe enthusiasts wishing to add a model of this important aircraft to their collections had to fight their way through some complicated conversion processes, so its release now is doubly welcome. (We understand that there is also a new kit of the same machine from Italaerei, but have not seen this as yet.)



Search and Destroy

THIS IS ANOTHER modern-warfare game from SPI, this time simulating tactical operations in Vietnam in the mid-1960s. The action takes place at company or battalion level with opposing forces made up of counters representing squad-size units of six to 12 men.

As its name suggests, the game has the Americans and South Vietnamese conducting operations among the jungles, villages and paddy-fields depicted on the hex grid map in an attempt to locate North Vietnamese and Viet Cong units (NLF) and their concealed supply dumps.

Most of SPI's simulations now have a choice of game complexity employing basic, standard and optional advanced rules. At its most complex, 'Search and Destroy' is still easily playable even with the American use of medical teams, heli-drops with gunship support, artillery, air strikes, M 48 tanks and M 113 APCs. Combat and movement tables are printed on the map sheet and all other tables required are shown on the back cover of the rules folder.

To offset the obvious American superiority in firepower, and to simulate the elusiveness of the enemy in jungle warfare and their dependence on ambush and booby traps, all NLF counters are played face down until combat or an American search reveals them. The rules could be clearer on the movement of face-down counters but a little thought can resolve this difficulty.

Since there are counters representing ambushes, booby traps, arms and ammunition caches, sacks of rice, radio equipment and administrative records, peasants and porters (all apparently NLF sympathisers, though non-combatant) and numerous dummies, the Americans have a bewildering task. This can be made a little easier by 'interrogating' peasants but with the unfortunate possibility of killing them in the process. This is particularly true of ARVN Intelligence Units and the result is a boost towards an NLF victory.

Victory is decided on a points system biased slightly in favour of the NLF by the need for the American player to confirm enemy casualties and to recover his own casualties (a hazardous business if they happen to have been the victims of a booby trapped area).

The rules covering leadership and morale are unsophisticated but satisfying. They reflect the dependence of the Americans on the machine. The NLF player has a number of independent commands and the failure of one through loss of leadership will not affect the others. Furthermore, a unit suffering such a loss can readily be absorbed into



another command thereby restoring it to full control. The Americans on the other hand have a chain of command which is prone to heavy disruption at various levels by the loss of radio contact with higher command. This situation is quite well reflected in the rules, and indeed it is a joy to the NLF player to watch the Americans rendered impotent at a stroke by a successful attack on a higher command unit.

Model buildings

MAINLY MILITARY, of 103 Walsall Road, Lichfield, Staffs, are now handling a very attractive line in both 00 and 1:300 scale model buildings suitable for wargamers, diorama constructors and model railway enthusiasts.

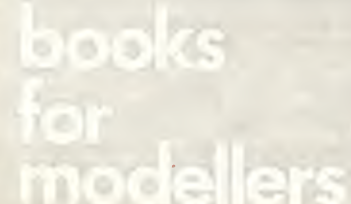
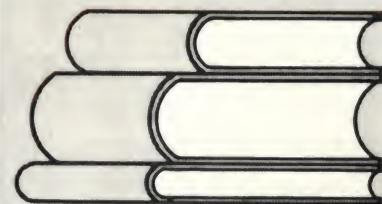
All of the models are moulded in glass fibre resin, the colour of which varies according to availability, though this hardly matters since the models all need painting anyway.

The most attractive of all the models, and also the most versatile since it can be used in almost any period scenario, is No 4, Derelict Farmhouse, which costs £1.50. The model comprises two adjoining single-room buildings moulded on a common base with a small walled courtyard and a well. The amount of detail incorporated, from splintered woodwork to broken bricks and crumbling plaster on the walls, is quite remarkable and repays careful painting. We can see this structure finding a ready place as the focal point of many a diorama, adding colour to the countryside around a model railway track, or as a primary objective during a wargame.

In the same scale (25 mm) is a Derelict Cottage (No 9) which can, unfortunately, really only be used in First or Second World War scenarios since the walls and broken doors are partially blocked by sandbags. This model costs 55p. Once again, moulding detail is excellent, and the model should find a ready reception.

Other structures in the range in 25 mm scale include a variety of medieval, Napoleonic and modern artillery positions, pill-boxes, machine-gun nests and fox-holes. There is a very attractive 'Atlantic Wall' pillbox with steps and removable roof for 75p.

In 1:300 scale there are now nine models available — a mosque and two houses suitable for North African campaign wargames, three houses suitable for Tunisia or Italy, and a very attractive church and two cottages for the European theatre, at prices varying from 15 to 30p each. A full price list is available on request.



Aviation

Flight Through The Ages, by C. H. Gibbs-Smith. Hart-Davis, MacGibbon Ltd, 3 Upper James Street, Golden Square, London W1R 4BP. Price £7.50.

PRINTED IN SPAIN, copyrighted in Sweden and first published last year in America, this is one of those big, glossy, colourful 'coffee table' type books which make ideal presents but aren't usually the sort of thing you'd buy for yourself. The book's main features are the hundreds of sketches of different types of flying machine, from balloons to spacecraft, but from a modeller's viewpoint these are of strictly limited value since they are not to scale, and the colour schemes depicted are purely imaginary!

Accompanying these drawings are a few photographs, a chronology listing major and minor milestones in the history of flight, a fairly short descriptive text and a collection of quotations from various aviation pioneers. All in all rather a mixed bag and not really to be recommended.

Carrier Fighters, by David Brown. Macdonald Illustrated War Studies, Macdonald and Jane's, Paulton House, 8 Shepherdess Walk, London N1 7LW. Price £2.95.

THIS INTERESTING, readable and well illustrated book describes the development of naval fighter aircraft in Britain, America and Japan up to the outbreak of World War 2; the evolution of pilot training and new carrier aircraft in the light of early wartime experience; and a selection of significant naval-air battles which influenced later designs and tactics.

Apart from the many side view tone drawings of the main fighter types, and the large number of wartime photographs — including several dramatic 'action' shots, one of the book's main achievements is its lively illustration of fighter tactics, which clearly give the reader the 'feel' of what it was like to fly and engage the enemy from a carrier's deck.

The book is completed by a very useful appendix listing shipboard fighters 1939-45, their manufacturers, nationality, active service period, maximum speed, ceiling, endurance, armament, weight and power.

Although probably not the 'last word' on the subject, this is an invaluable book for all interested in naval air power during World War 2 and should prove popular.

Winged Warfare, by Lt Colonel William A. Bishop. Bailey Bros & Swinlen Ltd, Warner House, Folkestone, Kent. Price £4.25.

THIS IS A re-issue of the long out of print

autobiography of Canadian World War 1 ace Billy Bishop, who received every British decoration for valour, including the VC.

Bishop began his flying career as an observer, but all the while was resolved to become a pilot. He describes in vivid detail the rigorous training, the exhilaration of his first solo flight and then, at last, the achievement of his goal as he went to France as a fully qualified pilot.

He conveys admirably the strong emotions felt on his first contact with an enemy aircraft — a wild and overwhelming desire to destroy — and throughout the book his obvious courage and inherent instinct to conquer and survive carry him through numerous battles, some victorious, others near disasters.

Although of more appeal to pure aviation enthusiasts than modellers, this book does include a very useful appendix listing, describing and illustrating by means of three-view plans the main Allied and German fighter types in service on the Western Front during World War 1. Recommended.

Photo Reconnaissance, by Andrew J. Brookes. Ian Allan Ltd, Terminal House, Shepperton, Middx. Price £5.25.

SUB-TITLED 'the operational history', this book is a fascinating historical account of the evolution of aerial photographic reconnaissance from the days of hand-held cameras in static balloons to the modern, highly sophisticated 'spy in the sky' satellites. The emphasis is, however, on World War 2, and includes numerous pilots' personal anecdotes and descriptions of sorties, as well as providing the general strategic, technical and tactical background. Once again this is more a book for the serious aviation enthusiast than the modeller, and although jam-packed with information is perhaps a little over-priced.

Kampfgeschwader 'Edelweiss' — The History of a German Bomber Unit 1939-1945, by Wolfgang Dierich. Ian Allan Ltd, Terminal House, Shepperton, Middx. Price £3.60.

WRITTEN in a rather abrupt style, which may be the fault of translation, this English edition of the German book is nevertheless an interesting documentary on the activities of KG 51 during World War 2. This unit saw service during the campaigns in France and the Low Countries at the beginning of the war, as well as later during the Battle of Britain, the Balkan and Russian campaigns and the 1944 bombing raids on England. At the end of the war it was using the revolutionary fighter-bomber version of the Me 262.

The book thus covers German bomber

operations from the inside, probably for the first time as far as many English readers will be concerned, and is a valuable addition to the history of the air war 1939-45. The many dramatic operations accounts by the pilots and aircrew concerned also convey vividly what it was like to face the fighters and Flak in a German bomber, giving the book a more general appeal than many aviation histories.

Military

Napoleon's German Allies (1): Westfalia and Kieve-Berg, by Otto von Pivka. Osprey Men-at-Arms series, Osprey Publishing Ltd, 137 Southampton Street, Reading, Berks. Price £1.50.

AT LONG LAST an enterprising publisher has made a break from the interminable books on the French and British armies of the Napoleonic Wars! Many of the contingents from the smaller European states during this period were by no means poor troops, and their uniforms are some of the most colourful of a colourful era. This book will therefore be doubly welcomed by all wargamers, military modellers and students of Napoleon's army.

The book begins by briefly describing the formation of the Confederation of the Rhine then goes into more detail on the organisation, principal cities and populations of the Grand Duchy of Kieve-Berg and the Kingdom of Westfalia. The origins of the two armies are then considered, then there are two sections on the uniforms, flags and standards of the two states. This is followed by accounts of their campaigns, including full organisation details, strengths and the names of commanders down to battalion level.

The text is complemented by eight pages of full colour paintings by Michael Roffe as well as numerous black and white illustrations showing flags, uniforms and personalities.

A couple of points of confusion (probably due to the substantial editing necessary to get all the required material into a book of this length) are easily cleared up: although only six Westfalian line infantry regiments are listed on page 10, there were in fact nine by 1812 (not eight, as stated by Funcken), and these are included in the 1812 army list; and secondly, the Husaren-Garde, alias the Hussars 'Jerome Napoleon', raised in 1813, were supposed to have been uniformed in red dolman and breeches with blue pelisses, but in fact seem to have worn practically anything they could lay their hands on according to near-contemporary illustrations, hence the red and green outfit shown in Michael Roffe's painting.

Finally, as a bonus for military modellers, the author has kindly supplied *Airfix Magazine* with details of the Westfalian drummers' laces, which was as follows: 1st Regt — green/red/green/red/green; 2nd Regt — orange/blue/orange; 3rd Regt — pale blue lozenges on white background; 4th Regt — red/yellow/red; 5th Regt — yellow/red/yellow; 6th Regt — blue central stripe with black edges, white hexagons along centre bordered black and linked chain-fashion; 7th Regt — blue Napoleonic

eagles on white background; 8th Regt — black/orange/black; 9th Regt — white/blue/white/blue/white. This lace edged the regimental facing colour and is difficult to paint in 54 mm, let alone 25 mm scale!

Waterloo, by Commandant Henry Lachouque, with an introduction by David G. Chandler. Arms & Armour Press, 2-6 Hampstead High Street, London NW3 1PR. Price £6.95.

THIS MUST REALLY be the 'book of the year' as far as Napoleonic enthusiasts are concerned. Numerous volumes have been published on the battle of Waterloo, the armies, their commanders, their uniforms and other related topics, but this new title could well emerge as the definitive work on the subject.

Two factors immediately jump at you when you pick it up. First is an impression of sheer size and bulk — the book is only just over 200 pages long, but printed on top quality paper which makes it look thicker, and the pages are to a large 11 by 10 inch format. Second is an impression of colour. The book is packed with page after page of uniform plates illustrating the French, Anglo-Allied and Prussian troop types, plus several paintings by Baron Louis de Beaufort illustrating dramatic highlights of the battle. These, especially those of the great French cavalry charge, are worth the book's asking price alone.

The book begins with a description of the state of Europe at the time of the Congress of Vienna, then goes on to describe in detail the Army of the Low Countries (British and Dutch-Belgian), the Prussian Army of the Lower Rhine, and the French Army of the North.

The two rival plans of campaign are then discussed before the main section of the book begins, describing the events of June 15 to 18 1815 in tremendous detail. On the 15th the French offensive pushed the Prussians back from Charleroi but failed to bring them to a decisive battle at Gilly. Meanwhile the British did nothing and their officers attended the Duchess of Richmond's ball. On the 16th the Prussians were brought to battle at Ligny, while Ney dithered in front of Quatre Bras. The 17th was a day of indecision during which the British retreated back towards Mont St Jean while Grouchy pursued the defeated Prussians, then finally on the 18th the main battle itself occurred, with results that all know.

Throughout, the eminently readable text is packed out with line and tone illustrations — paintings of the commanders, contemporary prints of the troops and incidents during the campaign, photos of uniform details, maps of the course of the campaign and photos of the places where it all happened.

A truly great book.

Encyclopaedia of Tanks, by Duncan Crow and Robert J. Icks. Barrie & Jenkins, 24 Highbury Crescent, London N5 1RX. Price £12.50.

ANY BOOK WHICH describes itself as an ency-

clopaedia is bound to come in for more serious appraisal than most books because, unless every known fact on a subject is included, the 'nit-pickers' will find holes. Within broad limits, however, the two authors of this book appear to have done a conscientious job, and any missing details are minor with two exceptions: there is no performance data for the vehicles listed, nor any details of armour thickness.

The bulk of the book is occupied by the section on vehicle identification, which seemingly lists every tank ever built. The section is divided into nationalities, and the vehicles themselves listed chronologically. A typical entry gives suspension, armament, weight and dimensions. In some, but far from all, cases, the number of crew members is also given.

There are a large number of illustrations in this section, but unfortunately all are 'postage stamp' size so that, although clearly printed, they are too small to divulge the details that modellers in particular require.

Apart from the section on vehicle identification, the book also includes narrative chapters on: early tank development; tanks, tankettes and carriers; self-propelled weapons; mine-defeating vehicles; bridging and engineering vehicles; armoured personnel carriers, command and miscellaneous vehicles; as well as on: tank design; armament, fire control and vision; turret and hull; power plants; power trains, steering and vehicle navigation; suspension and tracks; water crossing; concealment, camouflage and markings; communications and defence against armour.

These chapters are illustrated with fewer but larger photos which are of distinctly more use than those in the vehicle identification section.

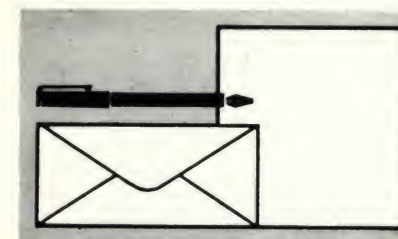
Finally there is a bibliography, glossary of AFV terminology, and an index.

Despite the tremendous amount of work which has gone into this book, and the vast amount of detail included, our twofold conclusions are that the authors and/or the publishers have not thought deeply enough about the implications of calling the book an encyclopaedia; and that the book is seriously over-priced.

Model railways

How To Go Railway Modelling, by Norman Simmons. Patrick Stephens Ltd, Bar Hill, Cambridge CB3 8EL. Price £3.95.

THIS NEW, second, edition of Norman Simmons' popular and invaluable primer will be eagerly sought by all would-be railway modellers who missed the book on its first time round. It includes chapters on practical details such as layout planning, electrical wiring, track laying, locomotives, carriages and wagons, scenery and operating, as well as thought-provoking ideas on the different types of model railway and what may best suit individuals needs and resources.



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Opinions expressed by correspondents on this page are their own and do not necessarily reflect the views of the Editor or Airfix Products Ltd.

BT-42 tank

IN RESPONSE to your request for information about the Finnish BT-42 tank pictured on the cover of the June issue, the hull is from a BT-7, not a BT-5 as captioned. The cover photo shows the driver's hatch in the glacis flush with the glacis plate as on the BT-7, not raised from it as on the BT-5. The lack of riveting around the glacis plate indicates the electro-welded frontal armour of the BT-7, not the riveted armour of the BT-5. The BT-7 hull had 22 mm armour in front, 13 mm at the sides and rear, and 6-10 mm on the floor and roof.

I have no definite information on the turret fitted by the Finns, but comparing the apparent thickness of its plating in the photograph with that of the glacis plate suggests a basis for the former of not more than 10 mm, probably adequate only against small arms and splinters. The turret is large, with the howitzer mounted well forward, so there could possibly be room for a third crew member in it, making four in all.

John Norris, London N6.

Ancient wargames

THE LONDON Ancient Wargames Club specialises in ancient and medieval wargaming. They also have interests in 5 mm and 15 mm ancients. Any person of any age is welcome, whether experienced or not. Meetings

August 1975

letters to the editor

are held at the Ordnance Arms, York Road, Waterloo, London SE1, every third Sunday of the month, starting at 11 am. For further details enclose an SAE to the secretary, Michael Wasilewski, 100 Woodhouse Road, Finchley, London N12 0RL.

Blick decals

I WAS A little surprised to read of Alan Thompson's discovery of new rub-down transfers on page 550 of the May edition. There is nothing new under the sun, and the transfers Alan was so enthusiastic about have a seven-year history which can trace its origins to *Airfix Magazine*!

In 1968 Alan Hall reviewed the first six sheets in this range as a result of which I contacted the designer — Alan Breeze of Toronto, Canada — and was appointed UK distributor. In 1969 I formed a company called Dri-Dec which marketed the sheets very successfully until various political problems, which I won't go into, saw the company hand over the distribution to DryMark of Leatherhead, Surrey.

During the time I handled the sheets there were 48 aircraft sheets, numbers M1 to M48 released, as well as four AFV sheets (A1 to A4). I sold them through half page ads in *Airfix Magazine* direct to modellers as well as such trade outlets as BMW, Modeltoys, Ernest Berwick, VHF, etc.

The sheets are produced by Letraset and marketed under the Blick label and the UK packet was in fact designed by me. Alan Hall and I have used them extensively in our conversion articles and they are in fact mentioned in my *Airfix Guide Aircraft Modelling*.

I can well understand Alan's enthusiasm as they are the closest one can get to actually hand painting markings. One of my sales slogans was, 'Get that painted on look with rub-down markings', and another, 'Your model is just not complete without rub-down markings'. In 1968 the sheets were 6/- (30p) and when I gave up the agency they were 35p, so I see inflation has caught up with them, but even at 55p they are still good value.

I feel Alan Breeze has never received the credit due to him for the work he put into the design, and since I estimate that in the four years I handled the sheets, sales exceeded 90,000, they can hardly be called new, and there must be few serious modellers who do not know of them.

Bryan Philpott, Newbury, Berks.

Modelling exhibition

THE HANWELL AND District Model Society are holding their eighth annual exhibition at Hanwell Community Centre, Cuckoo Hill/Westcott Crescent, Hanwell, London W7, on Saturday October 18 and Sunday

October 19 1975. The aim of the exhibition is to promote and encourage all forms of modelling, including railways, aircraft, military hardware, cars and ships. The doors are open from 2 pm to 9 pm on the Saturday and from 10 am to 8 pm on the Sunday. For further information contact Mr J. Bidgood, 27 Barnham Road, Greenford, Middx, or telephone 01-578 5033.

Universal modellers

THE UNIVERSAL Modelling Society, which meets regularly at the Midland Adult School, Union Gaywood Croft, Cregoe Street, Lee Bank, Birmingham, has now been in existence for over a year and includes members with interest in all fields of plastic and military modelling. Anyone interested should contact the Secretary, Mr Robert Hurpage, at 128 Hazelville Road, Hall Green, Birmingham B28 9QE.

Ulster model soldiers

THE ULSTER Model Soldiers Society meets on the last Saturday of each month at 2.30 pm at 3 Cheviot Avenue, Holywood Arches, Belfast. The society's interests cover modelling of military figures, dioramas, wargaming, talks to members and periodical visits to local military museums. Anyone interested should drop in at the above address or contact the Secretary, Mr P. H. Bolton, at 19 Carrickburn Road, Carrickfergus, Co Antrim.

Strange events

WE HAD A visit by a bomber pilot to our ATC Squadron, who told of his experience of finding his Lancaster being blown on to its back by a heavy shell burst that coincided with the release of a very heavy bomb. He found the aircraft would fly inverted, and rolled it back into the normal position.

I was on holiday the next week, and one afternoon was startled to hear the engines of a Lancaster cut out. I darted out, and had the unnerving experience of looking into a Lancaster cockpit, as it passed directly overhead. The pilot's white overalls and shoulder straps were clearly visible. The engines sounded rough and I expected it to end in a smoking wreck. It continued on its way, then rolled back into the normal position, the engines cutting as it did so. Then it turned and repeated the performance.

When I returned to work, I was given the job of fixing two flap valves each to the tops of four float chambers, this was a 'one off job'. I have no proof that this had anything to do with the following, but it could well be so.

A day or two after this job was completed, a Lancaster was not only flown inverted, but was barrel rolled on several occasions in the Perry Barr - Great Barr area of Birmingham, and the engines did not cut or run rough.

I hope this will be of interest to readers, and perhaps encourage other people to relate strange goings on before they are lost for good.

Gerry Preece, Birmingham.

Aviation photopage

More photos from readers
described by **Michael Bowyer**

Right Seafire F XVII SX388 photographed in Malta in 1947, unit not known (I. H. Gannicott).



Left Avenger AS 4 XB309: 387 'Z' of 815 Squadron climbing away steeply. This machine later passed to France (Philip Gentry).

Right Fairey Battle K7666 (note the bold wing serial characters) first served with 218 Squadron then from October 1938 with 185 Squadron and from April 1939 with 1 AAS (R. Gascoigne).



Left Firefly MB436: 201 'Y' has nosed over after a deck landing, though the pilot appears to be all right. This aircraft was attached to HMS Unicorn (Philip Gentry).

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Three Frog Jersey Airlines Herald. £5.20 each, including registered postage. Herald, 57 The Pasture, Kennington, Ashford, Kent. (1861S)

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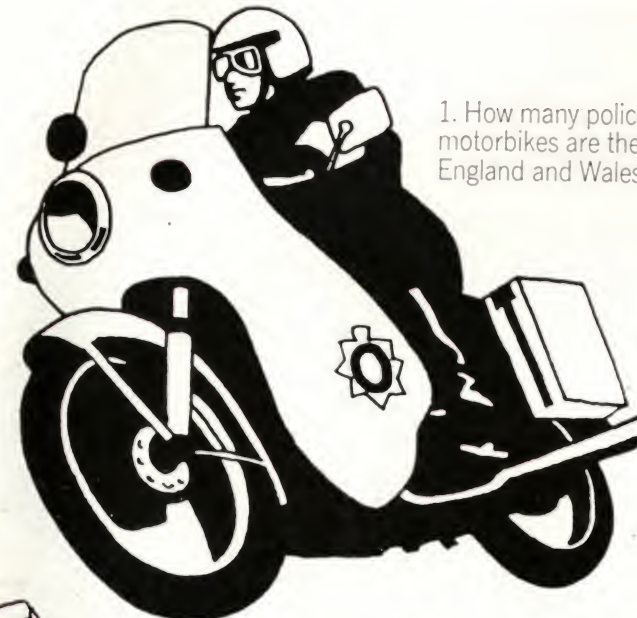
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No.5

What do you know about the police?



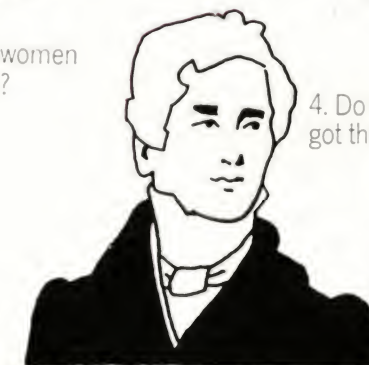
1. How many police motorbikes are there in England and Wales?



2. What is the minimum number of people required on an identification parade?



3. Can policewomen make arrests?



4. Do you know how policemen got the nickname of "Bobbies"?



5. How many police officers in England and Wales received national awards for bravery in 1972?

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4. From Sir Robert Peel, Home Secretary, when the Metropolitan Police was formed in 1829.
5. 45.



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